GC
973
B874
NO.102

ALLEN COUNTY PUBLIC LIBRARY
3 1833 07867 6282

...an entirely unofficial technical, educational reference. Prepared as a historical project by members of the Central Electric Railfans' Association, working without salary in the interests of the subject as a hobby.

FO...

Development of interurban railways and street car lines was most intense in the midwestern states of Indiana, Illinois and Ohio. The interurban lines were particularly common in Indiana, and this makes the task of presenting a historical review of "Electric Railways of Indiana" a lengthy, but pleasant, one.

Bulletin 102 presents a continuation of the historical presentation "Electric Railways of Indiana", begun in Bulletin 101 of the 1957 CERA year. Where Bulletin 101 covered mainly the lines of the southern part of the state, Bulletin 102 extends upward thru central Indiana. Since that is a rather inexact description, it might be better to say that this bulletin describes the state's most extensive property, Indiana Railroad System; its predecessors not already included in Bulletin 101; and, the Winona lines.

Again, so much material came to light that our principal task has been reduction into a volume that would be best representative of the available material. Yet to be covered in future studies are the street railway properties of Lafayette and Marion, the numerous lines in northern Indiana, and a number of scattered small railways not otherwise previously included.

While the volume of detail material presented here should be apparent to the most casual reader, the editors make little claim to completeness. Rather it is hoped that the selection of information presented will provide an overall impression of the one-time importance of electric railways to the commerce of Indiana. In reading this book, it should be borne in mind that NONE of the lines described are now in operation as such; furthermore, most of them have been out of service for nearly twenty years at our publication date.

For information on electric railways of southern Indiana, please refer to CERA Bulletin 101. Future bulletin work will continue the story into northern Indiana, but the next publication will deal with Michigan's traction lines. Contributions of material are welcomed and should be addressed to the Publication Director, CERA.



Copyright 1959 by the
Central Electric Railfans' Association
P. O. Box 503, Chicago 90, Illinois.
Printed in the United States of America.

DIRECTORS:

Name and assignment:	Term expiring:
F. J. Misek, Publications	1958
R. J. Anderson, Financial	1959
C. E. Able*, Secretary	1959
T. H. Desnoyers*, Program	1959
B. N. Price, Trips	1960
M. A. Zink, Publications	1960
J. M. Canfield, Registration+	1961
R. De Groote, Chrmn & Publ. Sales+	1961
G. Krambles, Incoming	1961

*Joint directorship due to tie vote.
+Reelected Nov. 28, 1958; duties shown as of 1958 fiscal CERA year.

Editor & Publication Director:
Frank J. Misek
Associate Publication Director:
Max. A. Zink
Assisted by:
J. M. Canfield
Wm. C. Janssen
Geo. Krambles
Bertrand J. Misek
James P. Northcutt

and many others unnamed by us, who created and operated these railways and who preserved the records which we present here.

CREDITS:

JDA	J. D. Antonides
EPB	E. P. Belknap
DGB	D. G. Blaine
JJB	J. J. Buckley
FEB	F. E. Butts
JMC	J. M. Canfield
RFC	R. F. Cashion
WC	Bill Cole
JFC	J. F. Cook
WBC	W. B. Cox
RDG	R. De Groote
FWD	F. W. Dodge
ADD	A. D. Dubin
EF	E. Frank, Jr.
JKG	J. K. Gibson
TDH	T. D. Hefner
CEH	C. E. Helms
JFH	J. F. Humiston
WCJ	W. C. Janssen
WEJ	W. E. Johns
CEK	C. E. Keevil
LMK	L. M. Kelley
GK	G. Krambles
JRM	J. R. McFarlane
SDM	S. D. Maguire
RVM	R. V. Mehlenbeck
FJM	F. J. Misek
BN	B. Neuburger
GWN	G. W. Niceley
JPN	J. P. Northcutt
PHP	P.H.Palmer via JFC
EYP	E. Y. Pattison
RAP	R. A. Perkin
WER	W. E. Robertson
StL	St. Louis Car Company
CDS	C. D. Savage
TS	Tom Scholey
RES	R. E. Selle
FS	F. W. Sharp
JPS	J. P. Shuman
RMS	R. M. Stacy
PS	P. Stringham
JPT	J. P. Tretton, Jr.
RHW	R. H. Wagner
DHW	D. H. Walker
VZ	E. Van Dusen and H. Zillmer
MAZ	M. A. Zink

Bulletin 102.....1958

Bulletin 102 covers Indiana Railroad; its predecessors not included within last year's bulletin; and, Winona R. R.

TABLE OF CONTENTS:

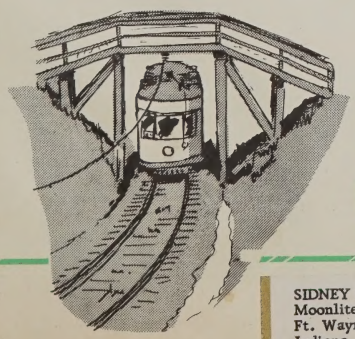
UNION TRACTION COMPANY OF INDIANA . . . . Pages 2 - 50
NORTHERN INDIANA POWER COMPANY
Frankfort - Marion 51-57
INDIANA SERVICE CORPORATION 58-97
Bluffton-Geneva 87
Marion-Bluffton 88-89
Marion & Bluffton roster . . . 50
Ft. Wayne-Decatur 90-93
Ft. Wayne - Lima 93-95
INDIANA RAILROAD . . . 98-164
WINONA RAILROAD . . . 165-176

COLOR PLATES:

Indianapolis New Castle & Toledo Ry. windsplitter car 306 at New Castle in 1910 (JFC). . . opposite page 26
Indiana Service Corporation "Wabash Valley Flyer" on State Blvd., Fort Wayne, 1926 (WBC) opposite page 76
Indiana Railroad high speed car 58 at north edge of Bluffton on a CERA inspection trip 1938 (GK) opp. p. 108
Indiana Railroad Railway Post Office, car 375 at Peru 1935 (VZ) opp. 120

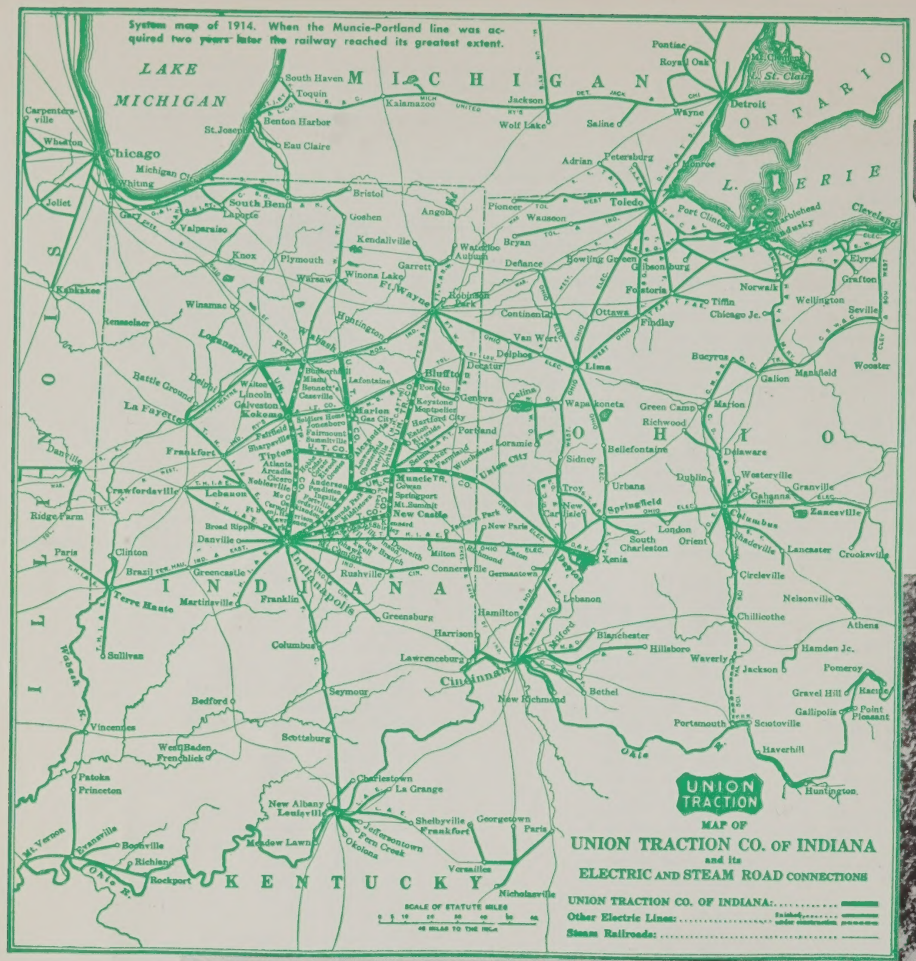
COVER PLATES:

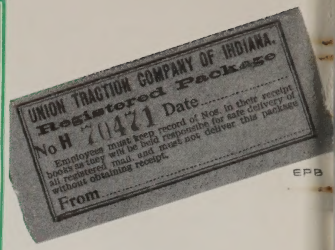
Front: Union Traction special train at Indianapolis in 1920s. For another view of this train, see page 31.
Inside front: Map of Indiana showing lines covered in this bulletin.
Inside rear: Traction Terminal, Ft. Wayne about 1924, showing, left to right: ISC 320 and unknown car, Ft Wayne-Lima #45 and ISC 354, ISC 325 and a sister car.
Rear: Cars 71 and 58 meeting in an April afternoon in 1939 at Dent siding, Anderson line.



Electric Railways of Indiana...Part II

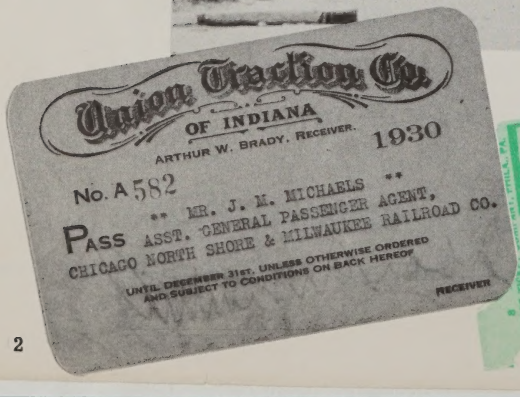
SIDNEY B. PEPE
Moonlite Acres
Ft. Wayne, R. R. 2
Indiana

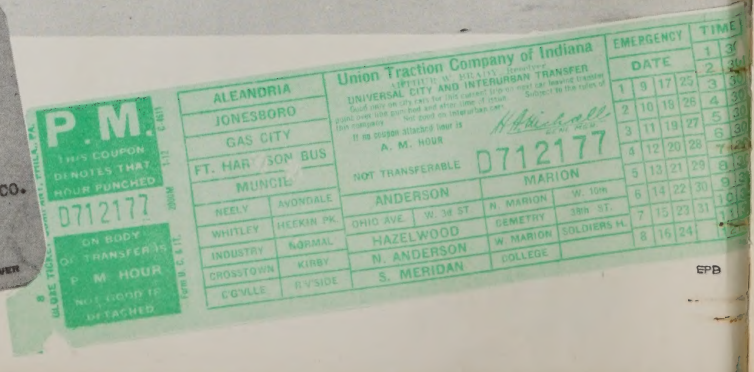




Below we see #278 with a 300-class trailer in the wye at Hartford City. The stagecoach style of taxicab limousine was a refinement of more - relaxed days. Probably this photo dates to 1905.







A complete reprint of the story of Union Traction originally published in CERA B-62, November 1945.

HISTORICAL:

No name could have been more correct, and yet, less explicit than *Union Traction*. In 1914 there were five companies of this name, widely scattered throughout the country. A dozen more had *Union* leading their corporate names and again as many led off with *United*. But that's just what each was —a consolidation of small electric railway properties to produce a strong and efficient operation under central management. In this report, *Union Traction* will be used in reference to the interurban and street railway traction empire centering at Anderson, Indiana, and more correctly known as *Union Traction Company of Indiana* at the close of its corporate life.

Union Traction had its beginnings in one of the pioneer electric railway lines of the midwest, that between Anderson and Alexandria, Indiana. This first central Indiana line was promoted by a group of Anderson men, but less than two years after the first car bounced over the rural trackage north of Anderson a Philadelphia syndicate, Dolan-Morgan, became interested in the possibilities of a network of inter-city electric lines throughout the "gas belt," so called for its valuable natural resource. This was mainly a district of thriving industrial towns spaced in the rich farm land north and east of Indianapolis. Steam railroads existed to link these towns, but service was slow and infrequent. Roads were crude and impassable in bad weather, but even on fine days cruising range of horse and buggy restricted farm commerce severely. The handy little traction cars could put the farmer and his produce within a couple of hours of lucrative city markets.

Small wonder, then, that within a few years nearly every steam railroad in this area was parallelled by a Union Traction line. By 1916 the system comprised a total of 410.3 route miles; in addition, there were trackage rights over 93.5 miles of foreign interurban lines. City lines in Anderson, Marion, Muncie and Elwood totalled something over 44 miles at their greatest extent. Additional interurban routes surveyed and graded, but never railed, would have connected Anderson and Elwood, Alexandria and Muncie, and Middletown and New Castle.

WAY & STRUCTURES:

It has been implied that some of the lines which became parts of Union Traction were built by independent interests, but a large percentage of the system mileage was planned from the beginning according to Union Traction standards. Practically all tracks between corporate limits were built on private rights-of-way, varying in width from 22 to 66 feet. The country traversed was nearly all flat or only gently rolling so that economical construction, with little cut or fill, was accomplished.

In typical trolley style, tracks were run thru the streets of towns and cities, the route usually leading by the county courthouse via the main street. This situated the carriers ideally with respect to the commerce of the individual Hoosier towns, but later worked to a disadvantage by slowing schedules, imposing burdensome paving and accident liability costs. In a few cases—Indianapolis, Ingalls, Pendleton, Muncie, Summitville, Orestes—relocations were made to improve running time or to remove a particularly sharp curve or other hazard.

At the outset track was ballasted with gravel, but in later years cinders from company power houses were utilized. Rail was mostly 70 lb. per yard. Various types of ties were tried, even some concrete-covered ones in an experimental installation on the Middleton branch.

Another use of concrete, as a collar around the butts of line poles, came to be a familiar sight on Union Traction and in many places will probably remain for years as a reminder of bygone days.

The most notable structure was the long steel trestle over Deer Creek, just south of Marion on the line to Anderson. This was said to be the longest and highest interurban bridge in Indiana. There was a graceful concrete arch skew bridge over the Pennsylvania Railroad north of New Castle on the line to Muncie. Many of the original bridges were of through truss type.

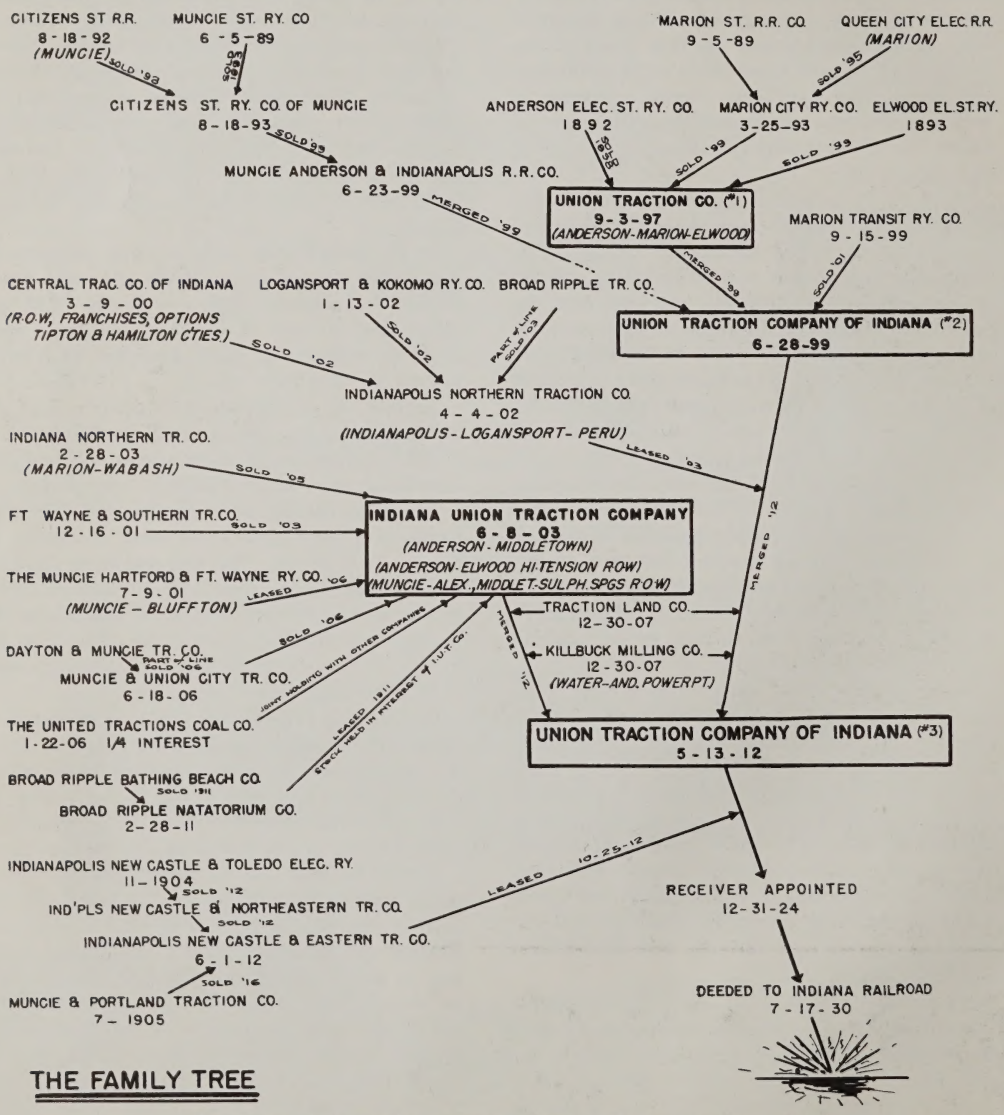
In 1913 the general territory was subjected to serious floods which washed out many a Union Traction bridge. Replacements were made with a standard design of deck-girder bridge, using reinforced concrete abutments and piers replacing or adding to the earlier limestone slab foundations.

Station facilities ran the usual gamut of interurban practice, from the pretentious four-track train shed at Muncie, the substantial brick buildings at Elwood and Kokomo, down to small frame buildings as at Eaton and Fortville and store space as at Marion. In many cases the station building served also as living quarters for the agent and his family, besides having its ticket office, waiting room, freight, baggage and express facilities, and sometimes a whirring rotary converter substation. To complete the picture, there would often be a

spur track at right angle to the main in the street, connecting by a sharp radius curve. This spur would permit unloading of freight directly to teamsters' wagons or to the freight house floor. Generally there was enough track on this spur to allow a passenger car to squeeze in with a freight trailer, to give an extra meeting point or to provide storage space for an occasional special move. At strategic locations the station track layout was supplemented by a wye or loop—practically all Union Traction rolling stock was single-end.

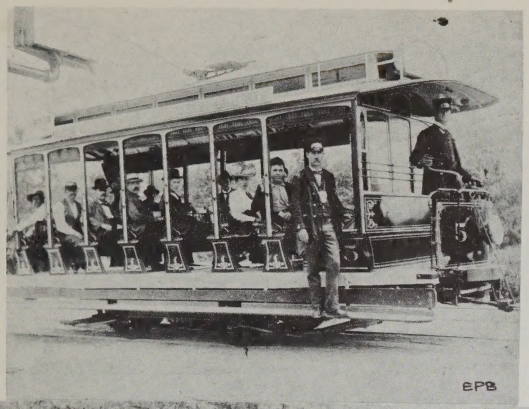
LINE AND POWER:

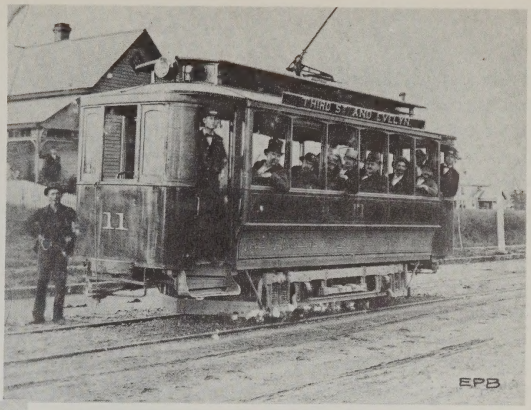
Power was distributed to the cars by trolley with running rail return. Trolley voltage was 550 dc.

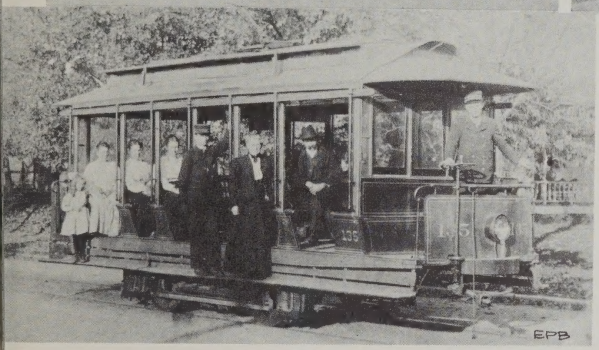


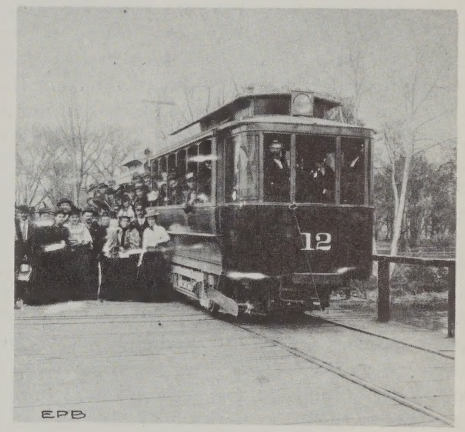
THE FAMILY TREE

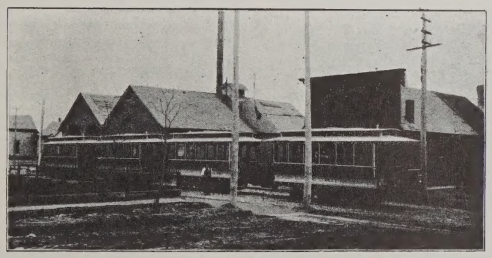
Organization of the complex corporate structure of this vast interurban empire shows its unusual activity in financial circles during the barely forty years of its life.



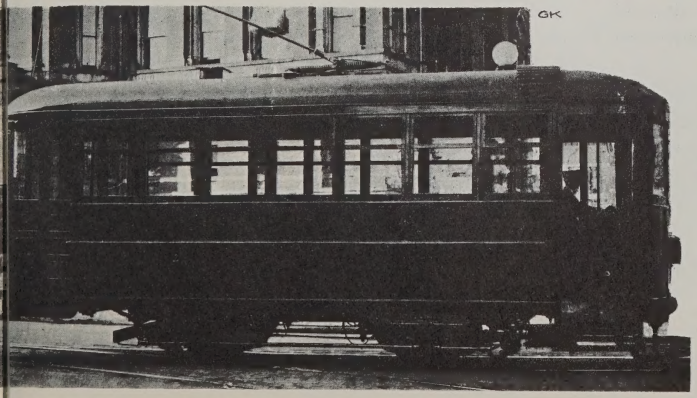


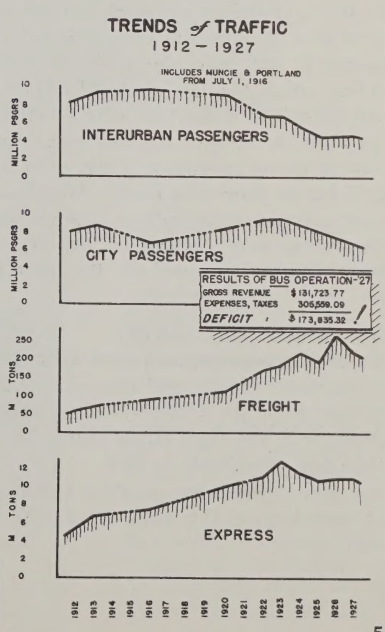





CVH

Cars 5, 11 and 12 were Anderson old-timers while #135 was recorded at Alexandria. String of four cars was at Elwood, while converted storage-battery car below was at Muncie.


GK



in early days but was gradually brought up to a standard of 650. Trolley construction was mostly direct type bracket suspension, except the earliest lines—Indianapolis-Muncie and Anderson-Marion—which used span wire construction. A stretch of second track between Lawrence and Post on the Indianapolis-Anderson line was strung with bracket construction while the adjacent original track used span wire suspension. Parallel feeders strung along the pole lines were required on almost all tracks, and in some cases these consisted of worn-out trolley wires, bunched together and supported from pole or cross arms.

Union Traction generated its own power. Originally there were small steam plants on almost every division, carry-overs from leased or purchased properties. There were such stations at Eaton, Portland, Winchester, Marion, Lafontaine, New Castle and a large main plant at Anderson. Besides powering the Muncie-Union City division, the Winchester plant for many years supplied current to the Ohio Electric Railway line between Dayton and Union City.

With the gradual enlargement of capacity at Anderson and the extension of high tension (15, 26 and 30 kv.) transmission lines the other plants were shut down one by one. By 1923, the Anderson plant supplied the entire interurban and city system, and also fed the lines of the Traction Light and Power Company, a subsidiary utility furnishing electric energy to upwards of fifty towns and villages located on or near the traction lines.

In the days before automatic substations, selection of sites for power facilities was influenced by economy in operating personnel and first cost of building rather than by electrical efficiency, so it is not difficult to understand why substations were often placed in the same building with ticket offices, or else in power generating plants or in the buildings of former generating plants. After Union Traction was taken over by Indiana Railroad some automatic stations were acquired and they were situated strictly where they could do the most electrical good.

CITY STREET CAR LINES:

Union Traction operated local systems in Muncie, Anderson, Marion and Elwood. In 1921, Birney type single truck safety cars replaced the old equipment in the three larger cities. The Elwood system was abandoned in 1924.

Suburban service was provided between Marion and Jonesboro-Gas City (more than 6 miles) at the local 5c fare.

During the summer months crowds of people used Union Traction service to reach amusement parks on its lines, such as Mounds Park, near Anderson; Riverside Park, on a branch near Eaton; Matter Park in Marion; and Broad Ripple Park, north of Indianapolis. Fine specimens of the work of prehistoric mound-builders were undoubtedly saved from destruction when the company purchased Mounds Park; other mounds at the site had already been plowed up by industrious Hoosier farmers.

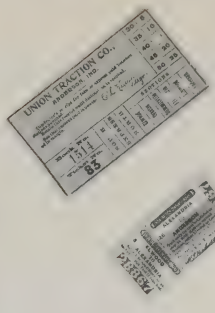
The most important suburban operation of Union Traction was its Broad Ripple line, today the busy College Avenue line of Indianapolis Railways. This line, ten miles in length, was opened in September 1894 and the first car was a single truck double-ender with closed vestibules, wood construction, and monitor roof. It was equipped with a whistle in addition to the usual gong, and sported a powerful arc headlight. The road was financed by a Dr. Light, whose home stood, until 1922, on "Light Free Gravel Pike," at a point now known as 63rd Street and College Avenue. Mind you, at that time Indianapolis extended only as far north as about Sixteenth Street; everything beyond was open country and Broad Ripple was the nearest town. The cars originally started north via Illinois Street, later via Central Avenue, and finally, after 1905, via College.

Double truck cars came into use on the Broad Ripple line about 1899. At this time it was known as Broad Ripple Traction Company, and was single track beyond the city limits. About 1907, Union Traction took over the property and renamed the park "White City." Both open and closed cars were assigned, and their dashers were painted white with "White City" lettered in black in an arch over the headlight. But a disastrous fire overtook the park and demolished most of the rolling stock, so, in 1909, ten new cars were acquired. These were steel sheathed and had unusually deep buffer channels for protection in event of collision with high floor interurbans.

As the city limits extended north the Broad Ripple Line became part of the Indianapolis Street Railway, in accordance with terms of an agreement between the interurban and local company. The last section of line north of 46th Street was purchased by the street railway in 1926 and the steel-clad rolling stock was later used on Marion-Gas City, Anderson-North Anderson, Anderson-Mounds, and Eaton-Riverside runs.



JFC





GK

The design of the 200s obviously emulated that of the big 400-class interurbans. The double-height bumpers were provided as extra insurance against possible collision with high-floored interurbans. In later years these cars were revamped for one-man operation and actually survived into the first few years of Indiana Railroad operation. Their K-10 controllers were equipped with Auto-Motoneer ratchet type handle escapements, intended to prevent notching up too rapidly.



EPB



JFC

Most deluxe city-suburban equipment of Union Traction's fleet were the six Cincinnati-built cars numbered 207-212. Joining UT in 1913, they were first assigned to the Indianapolis-Broad Ripple run. After this branch was taken into the Indianapolis Street Railway under the terms of the Traction Terminal ordinance, the 200s were reassigned to the Brookside line in Indianapolis. Later they returned to Union Traction and were used in suburban service between Anderson-North Anderson and between Marion-Gas City.





One of the predecessors of the predecessors of Union Traction was the Indianapolis & Broad Ripple Rapid Transit Company, an 1890 corporation that was in receivership by 1897 and became the Broad Ripple Traction Company. Later equipment provided by Union Traction included unusual double-truckers like #182 and #205.



A large amusement park at Broad Ripple was the principal traffic generator on this branch in early days, but the city of Indianapolis quickly grew out to the north. As part of the terms of UT's franchise, the interurban surrendered its Broad Ripple line to the Indianapolis Street Railway.





Marion to Gas City and Jonesboro was another very early segment of Union Traction's system served by city equipment.

CONDUCTING TRANSPORTATION:

A system as large and with as many scattered terminals as Union Traction was, of course, operated on a divisional basis. There were five divisions: Tipton, Anderson, Marion, Muncie and Indianapolis. Each had a superintendent responsible for everything in his territory. Operating timetables and crew assignments, however, were not separated this way, but were terminal to terminal just the way the cars ran.

Train operation and dispatching followed closely the standard code, scheduled trains proceeding by timetable authority, with right of class (but not direction). Freights were second-class or extra. Train orders were issued directly to train crews by telephone, over company wires carried on the pole lines. Telephones were carried on cars, to be plugged in to jack boxes at fixed locations, and in addition certain locations had fixed phone booths, generally where register books were kept.

In the early days, phone booths were fitted with a semaphore mechanism which could be operated to display a horizontal arm when the dispatcher wished to stop a train to issue orders. The arm was reset manually by the train crew upon taking the order. This remote control system proved unreliable and expensive to maintain, in fact, it could not be depended upon to protect train movements and was only used as an adjunct to the regular train order dispatching. Soon after 1910 the semaphores were discontinued and their function assumed by train orders of the form: "Train 86 report at Castle."

With very little double track the dispatching system was called upon to work efficiently and accurately in order to move the vast amount of traffic Union Traction had captured. Automatic block signals were installed about 1913 between Indianapolis and Anderson, Indianapolis and Tipton, and Summitville and Marion. In the 1920's they were added between Anderson and Daleville and there was signal protection while on tracks of the Indiana Service Corporation between Logansport and Logansport Junction.

A very busy stretch of single track was that between Marion and Gas City, with frequent suburban service sandwiched between the hourly interurbans, many of which were in two sections. But the Indianapolis-Anderson line probably carried more traffic than any other out of Indianapolis, with two-car trains and second-sections daily occurrences. On this division, part of the section between Indianapolis City Limits and Spring Valley, junction of the branch to Fort Harrison, was double tracked during World War I, and developed a heavy suburban business that lasted throughout its life.

Connecting as it did with other traction companies at relatively small cities, such as Bluffton, Peru, and Union City, it was logical that through operation of passenger and freight trains should have been considered to permit traffic to move between the large centers of commerce without change of cars. An early plan called for cars through from Indianapolis to Dayton, Ohio, via Union Traction to Union City, Ohio Electric to Dayton, but this route was made ineffective by the more direct and faster THI&E—Dayton & Western route via Richmond.

It was expected that a lucrative through traffic between Indianapolis and Chicago could eventually be developed via connecting traction rails—Union Traction to Peru, Winona Interurban Railway to Goshen, Chicago South Bend & Northern Indiana Railway to South Bend or Michigan City and Chicago Lake Shore & South Bend Railway to the Windy City. However, this route proved too long and slow (it was at least 50 miles out of the direct route) so each of the principal traction lines developed a connecting thru service with a different intersecting steam road, chosen to give the best and fastest haul. Union Traction's best advertised steam connection for Chicago was through Peru and then the C.C.&L. Ry. (now Chesapeake & Ohio), and at times excursions were operated with round trip fares between Indianapolis and Chicago as low as $2.50—less than ½c per mile.

A traction connection was established with the Winona Interurban Railway at Peru about 1910 and a through train, the *Winona Flyer,* soon began operating two round trips daily, leaving Indianapolis at 7:00 AM and 5:00 PM and Goshen at 6:40 AM and 12:15 PM. Running time was a little more than 5 hours. Rolling stock of this train was furnished by either company on a cost division basis. For many years Winona assigned one of its two parabolic-end *Windsplitter* type cars to this service. These cars were actually part of the order built for the Honeybee division of Union Traction, diverted to Winona before delivery, and are described in detail elsewhere.

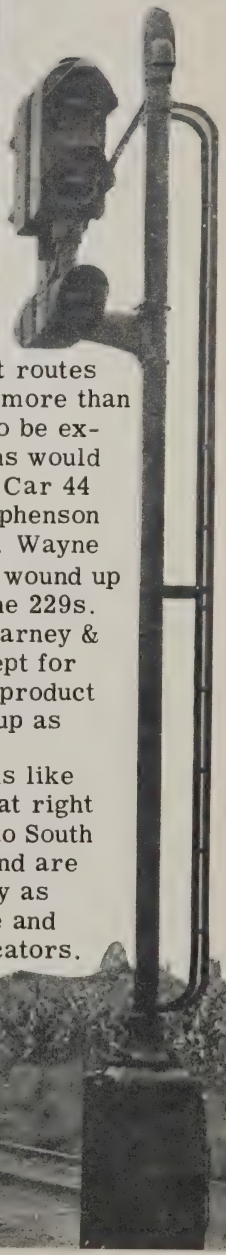
When Winona replaced them with a light weight type steel car in 1926, there is said to have been some dispute as to the suitability of this car for the through service and the operation was terminated.







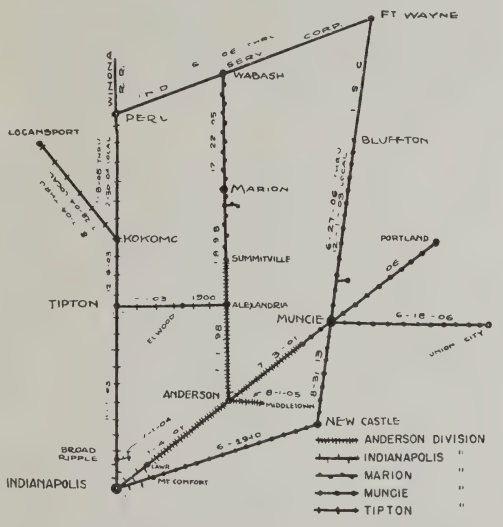




Since Union Traction's first routes were short ones, seldom more than 20 miles in length, it was to be expected that early car designs would be small, light and slow. Car 44 (upper left) was built by Stephenson for Muncie Hartford & Ft. Wayne and probably wound up as one of the 229s. Others are Barney & Smith, except for 224, a Niles product that wound up as UTC #241.

Signal heads like those shown at right were sold to South Shore Line and are in use today as crossing gate and siding indicators.

A more fortunate through schedule, between Indianapolis and Fort Wayne via Peru and also via Bluffton (two routes), was instituted in conjunction with the predecessors of the Indiana Service Corporation before 1910, and this wise arrangement continued in successful operation to the end. Another and much smaller joint operation permitted Union Traction cars to reach the center of Logansport via Indiana Service Corporation tracks from a junction with U-T at a point about 2.4 miles east of town, and of course, it was necessary for



DIVISIONAL ORGANIZATION & DATES OF INITIAL OPERATION

Union Traction to operate its trains over tracks of the Indianapolis Street Railway within the corporate limits of Indianapolis.

The through operation on the two lines between Indianapolis and Fort Wayne is worthy of more detailed examination. Where else in the annals of traction history, replete with friction between differing managements and continuous strife to beat out or buy out the other fellow, can one find a similar example of two companies of such size successfully serving the public with fast and convenient through service over routes totalling more than 100 miles each for a period of more than thirty years?

The *Hoosierland* limiteds via Bluffton, running 98 of the 125 miles on Union Traction tracks, were U-T's show, while the *Wabash Valley Flyers* via Peru, on Union Traction rails for 76 of the 135 miles of this route, gave ISC a chance to strut. And didn't they do a bang-up job of it, especially after 1923 on the Bluffton line, when parlor-buffet cars *Indiana* and *Purdue* undertook to give folks that something-extra? And after the *Anthony Wayne* and *Little Turtle* tackled the same job with gusto on the Peru route? The parade of fine Union Traction trains displayed at Traction Terminal, Indianapolis, was really something to behold, a never-to-be-forgotten scene of suave luxury bravely presented by traction companies that probably should have been concentrating on building up a carload freight traffic.

Union Traction had three general classes of passenger trains: Locals, making all town and country stops on signal; expresses, making town stops only; and limiteds, stopping only at larger towns and cities, usually at county seats.

In addition to the *Hoosierland* and *Wabash Valley Flyer*, other famous Union Traction limiteds included: the *Marion Flyer*, between Indianapolis and Marion; the *Kokomo Traveler*, between Indianapolis and Logansport up till about 1926; and the *Muncie Meteor*, between Indianapolis and Muncie, via New Castle. Chair car and buffet service was tried out on these limiteds in early days, but gradually boiled down to the two hotshots already discussed. Seats on these cars were reserved and a charge of about ½c per mile in addition to the regular fare was made.

The usual types of interurban freight service were given—way freights with single box motor car distributing L-C-L and picking up milk and produce, through freights with box motor and box trailers loaded with L-C-L solid to break bulk at various important on-line and off-line points, and even work motors (flat car with cab) used as locomotives. There was general interchange of interurban trail cars with all companies in the Central Electric Railway Association territory, which extended throughout Indiana, Ohio, and Michigan, but there was very little interchange of carload lots with steam railroads. The limitation was largely imposed by sharp curvature and clearance restrictions through towns, which for steam-road interchange purposes, broke Union Traction down into short segments, too brief to be of value to this class of commerce. However, the traction companies developed their own interchange to the maximum and there were some outstanding through freight trains, such as the *Cannonball* between Indianapolis and South Bend, and the *Aeroplane* between Indianapolis and Detroit.

Original passenger cars of Union Traction did not have baggage compartments but these were rebuilt to provide this space and it was then possible to offer a very fast express service to all points on the lines. This service, available on all trains, gave a channel for express every hour or two. With the passing of the interurbans this desirable facility has also departed, as successor services are not able to duplicate the convenience.



Woozy shot shows early interurban train of #258 and two Barney & Smith trailers at Marion power house. RIGHT: Fall Creek washout, Indianapolis, 1913. BELOW: #222, later #237, the only Wason-built car on the UTC of I system.





SHOPS & EQUIPMENT:

The main shop of the Union Traction system was located at Anderson, and was equipped to do everything from light inspection to car building and rebuilding. When one examines the roster with its many notes about rebuilding there is no doubt that Anderson shop was a very busy plant throughout its life. The first interurban cars were all lengthened and strengthened here. Control equipment and trucks were changed to permit faster and better operation. Parlor-buffet cars *Indiana* and *Purdue* were practically rebuilt from the ground up here. The truck shop could duplicate any casting or forging. The machine shop was one of the most comprehensive in the country. The mill shop could work anything from cabinets to bridge timbers.

Small inspection shops were maintained at Marion, Elwood, Muncie and Tipton and additional storage barns at Winchester, Eaton and Orchard Avenue. Outdoor inspection was done at terminals, especially at Traction Terminal, Indianapolis.

Union Traction had a big fleet of wooden interurban and city cars. According to Charles L. Henry, sparkplug of the original Anderson-Marion line, the first interurban cars were purchased from the Barney & Smith Car Company. They had been built in April, 1896, for the Columbia & Maryland Railway, but owing to financial difficulties of this enterprise they remained in the Dayton shops until bought by Henry. They later became trailers.

Practically all of the bigger carbuilders were represented in the Union Traction roster, and there seemed to be no preference, except for an interval when almost all equipment was bought from the Cincinnati Car Company, then controlled by allied fiscal interests.

A standard design of car was evolved, about 60 ft. in length, with baggage, smoking and general compartments, single end. New cars were built to this plan and old ones revamped to it. Wood cars operated singly or with trailers, although most were re-equipped with HL control. Steel cars operated singly, or in trains up to three cars, multiple unit or with trailers.

A very unusual type of interurban car was placed in service on the Indianapolis New Castle & Toledo Electric Railway when its first train ran in June, 1910, between Indianapolis and New Castle. These cars, built by Jewett, were standard in arrangement, but the motorman occupied a compartment that was parabolic in floor plan. This front end was based on 1904 tests for a streamlined design that were made on Union Traction lines, and gave the cars the nickname *Windsplitters*. The rear end had conventional rounded contour, so as it turns out, the cars were actually streamlined *backwards*, that is, they would have been capable of higher speed in reverse direction! Similar cars on the Winona Interurban up at Warsaw, Indiana, and on the Stark Electric at Canton, Ohio, were the only others of the kind built. When, in 1912, Union Traction took over the *Honeybee Line*, as the New Castle road was affectionately known, the *Windsplitters* were used in general assignment with other wood equipment on local runs. They were not especially fast, but their racy design, headed by a magnificent curved-glass motorman's window, always attracted attention.

Union Traction early realized the value of the steel car both in safety and economy of operation, but with such a vast investment tied up in road and old equipment (more than $22,000,000) it was not easy to make a wholesale replacement. However, the 400 series of ten cars built in 1913 were among the first all-steel interurbans. Then, in 1925, came fifteen handsome all-steel cars of the 427 group, quite generally regarded as one of the most pleasing designs of interurban ever to roll. A disastrous head-on collision at Alfont in 1924 due to a misunderstanding of train orders emphasized the need of steel cars, but also made it still more difficult to obtain them, as the damage claims bled the company white.

Union Traction was ever on the alert for a good bargain on the second-hand equipment market, either for city or interurban service. Many attractive and serviceable units found their way to central Indiana thus, including cars from the Grand Rapids Holland & Chicago Railway, the Kentucky Traction & Terminal Company and the Indianapolis & Cincinnati Traction Company. As new cars and second-hand ones arrived, old wood equipment was not retired usually, but instead was demoted a rank or two, to freight or service duty.

In city equipment, too, Union Traction resorted to just the right amount of standardization to permit uniform operation and simplify maintenance of the kind of items that wear out rapidly. Single and double truck open and closed car bodies representing many car-builders were used. All in all, Union Traction yards and barns were always well-worth checking over. There was always plenty of variety and usually something you hadn't seen before tucked away in back someplace. If you were especially lucky you might even find *Martha*, official business car, usually indicating a visit from Mr. Brady (Union Traction's President).

HOBBS SEP 9 1941
COWAN IND. SEP 9 1941
U.T.CO. OF IND. SEP 9 1941 INGALLS





Muncie & Portland Traction Company struck off on a slight variation in car design in this 1904 Cincinnati Car Company product. Five were built and remained with UTC when it took over the Portland line. They were renumbered, however, and #103 shown here became UTC #418.



In general the wooden cars were not assigned to any particular division. One exception was 416, which was used on the Fort Harrison run. The 226 was used for short trippers out of Muncie and 410-415 are said to have been mainly kept on the New Castle line, though they occasionally showed up elsewhere. The Middletown branch was assigned 227, a low-floor semi-steel car which could not be used on a line on which standard height cars also operated.

On November 28, 1925, the new steel cars were assigned, 427 to 433 to the Tipton Division and 434 to 441 to Indianapolis-Muncie-Fort Wayne service, but these assignments were not kept for any length of time.

Between 1913 and 1925 the 400 to 409 series were used on the two Fort Wayne routes, with one car set aside for the *Marion Flyer*. When the 427 series came they took over these runs and the 400's were put on the Anderson-Marion stretch. Cars generally did not run through to Wabash, a shuttle from Marion handling this light branch. While these were the normal assignments, they were not rigid and dispatchers did not hesitate to send the 400's and 427's out on the Elwood, Union City, Portland or any other branch when it would round out the mileage or cover some unforseen pinch.

Originally all Union Traction interurban cars were painted a dark green but a deep red was chosen as the new color in 1921 and repainting began with 403 and 405 which were promptly assigned, for a while, 403 to the *Muncie Meteor* and 405 to the *Hoosierland*.

Among the old city cars the conglomeration was almost deafening. Some of the second-hand single-truckers were originally battery cars equipped with Diehl 125 volt motors and Cutler-Hammer control. Practically all the single truck cars were put into storage between 1921 and 1923 when Birney type single truck steel safety cars replaced them, and the old timers were scrapped at Anderson by Price-Watson Company in 1929. Of the double truck cars, all but 207 to 212 and 218 were scrapped in 1929 and 1930. The remainder were assigned to Anderson-North Anderson runs, except 218 which normally held down the Marion-Gas City service.

It seems that the personalities of individual cars were much more important in freight operation and each car found a definite berth which was adhered to much more rigidly than most passenger car assignments. Thus, in 1924, Union Traction had the following listed freight motor duties:

600 and 601 -	Indianapolis-Tipton-Alexandria-Anderson Loop
603	Day Muncie
604	Kokomo
605	Portland
602 and 606	Indianapolis Extra Motors
608 and 609	Indianapolis-Muncie-Union City
610	Logansport
607, 611, 612, 613	Anderson Extra Motors & Layovers
614	Muncie
615	Muncie-Bluffton
616	Extra
617	Tipton Extra Motor
618	New Castle
700	Indianapolis-Peru Cannonball
702 and 703	Indianapolis - New Castle - Bluffton Aeroplane
701 and 704	Indianapolis-Anderson-Wabash

The proper handling of passenger and freight interurban cars on the complicated Union Traction network must have been an intriguing problem—it surely had enough variables.

TRAFFIC:

Some aspects of the scope of Union Traction traffic have been touched upon under the heading CONDUCTING TRANSPORTATION. The company was admirably situated for passenger, express and freight traffic. Fort Wayne and Indianapolis, the two largest cities in the state, were connected through its lines, and the system touched all the larger towns in the intervening region.

The railway was constructed primarily as a passenger carrying system and there never was a doubt as to its superiority in ability to deal with the continuous movement of small numbers of people over short distances, plus the elasticity needed to cope with periodic overloads and mass movements caused by holidays, conventions, school and other group movements.

The development of express and freight traffic came at an early date. Freight motor cars, rebuilt from the earliest passenger equipment, were in regular operation before 1910.

A contract was made with the United States Express Company in 1909 for transportation of express on passenger trains. In 1914, this service was taken over by Wells, Fargo & Company, and still later by Union Traction itself, under the name of *dispatch freight*.

In late years interchanges with steam railroads were established at a few points; primarily for the movement of coal, gravel and similar low-grade commodities. For instance, coal for the company power house at Anderson was taken from the Nickel Plate Railroad at an interchange in Alexandria. Near Orestes a large gravel pit on Union Traction delivered cars to the Nickel Plate via a nearby interchange.

The center of L-C-L freight traffic was at Indianapolis, where direct connections were made with the Interstate Public Service Company, the Terre

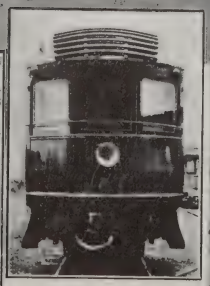
In scene at right, 260, one of the first large interurbans, waits in a newly graded siding. Jack stick in box on line pole completes telephone connection to dispatcher.





At left, passenger overflow into baggage compartment was accommodated by foldup seats, standard on most midwest interurban cars. Long switch iron was an early form of remote control. These old St. Looees were strengthened, lengthened, repowered as indicated in the small inset photos of #249 and #251.







Haute Indianapolis & Eastern Traction Company, and the Indianapolis & Cincinnati Traction Company as well as with drayage firms for delivery to the many customers in the Capitol City. When Traction Terminal was completed in 1904, freight house and team track space was provided on the northwest quarter of the block bounded by Capitol, Market, Illinois and Ohio Streets. This became so congested within a few years that street traffic conditions became intolerable and the passenger trains were delayed by wagons and switching. In the early 1920's the L-C-L freight volume had been built up far beyond the capacity of the downtown space and the interurbans went together to secure a sizable tract of land in the industrial area about one half mile from the Traction Terminal and here they built a modern freight house and yard. Both the ideally situated passenger and freight terminals remain today as valuable and busy terminals of motor carriers that replaced the interurbans.

DECLINE:

Again we have the old familiar story of the combination of factors leading to decline and eventual abandonment. Short haul passenger haulage, in which Union Traction excelled, actually diminished as commerce grew, because the private automobile could give a door-to-door service very difficult to duplicate by public carrier, railed or not. L-C-L freight, with its attendant high transfering and handling costs, was a natural for truck lines, with their comparatively light overhead costs. Bus competition, which was unregulated until the late 1920's, and jitneys cut into traction revenues just when improvements in equipment and routing were most needed.

Inability to make improvements soon became inability to maintain maintenance standards and dividends. As the spiral continued, gaining momentum, Union Traction's reputation and credit was not helped by an epidemic of train service accidents. Result: receivership to start out the year 1925. Quoting *Electric Traction,* November 1925:

"The usual receiver's program is to inaugurate economies from which a fund can be gradually accumulated out of earnings to improve the property. This process was too slow for Mr. Brady (President, then Receiver). He knew that long before such a program could be carried out the road would have passed into the realm of deceased institutions. Furthermore, on the basis of facts relating to the growth of the communities served he thought the Union Traction Company was entitled to borrow money for new equipment. So he got it. Nearly half a million dollars of new capital for the purchase of new equipment was secured on car trust certificates."

The fifteen steel cars numbered 427-441 were the result of this program and they went into the deluxe limited service of the *Hoosierland* on Monday, October 26th, 1925, a gala occasion.

Permission to abandon the never-profitable Anderson-Middletown branch was granted in 1925, after attempted improvements (better car, more service, special lower fare) failed to put it on a paying basis. During 1925, too, the Indiana Columbus & Eastern Traction line from Dayton to Union City was abandoned, ending an interchange that had kept the Muncie-Union City line out of the red.

Electric railway capitalists were not blind to the trend, and Insull was evidently convinced that interurbans which could be made over for fast passenger limited service and steam road interchange could be profitable. The dream of a super-interurban system, a consolidation of all the electric railways of the central states suddenly, after all these years, seemed nearer to fulfillment than ever before. The financial difficulties that the interurbans were in offered a seemingly golden opportunity to buy them up at far below cost and still leave plenty of the credit that was then booming with an ominous, but unheard, rumble. Yes, plenty of credit that could be used to obtain the needed improvements.

As a preliminary to the consolidation deal the receiver was asked to secure abandonment of certain clearly useless branches—those that could never fit into the super-interurban scheme.

So it was that, on February 28, 1930, operations ceased on the Muncie-Union City division . And the last cars finally rolled over the Middletown branch, implementing the petition that had been granted five years sooner. Other petitions were on file pleading abandonment of the Kokomo-Logansport and Marion-Wabash branches. With affairs in this state the property was sold to Midland United on July 2, 1930, and became Indiana Railroad, to be beset with a whole new chain of circumstances leading to gradual demise. So passed Union Traction into history. The super-interurban, as far as Central Indiana was concerned, didn't quite make the grade.



After the St. Louis' group came the Cincinnati-built 270s. Most were built as straight coaches, but all received the thorough strengthen, lengthen, repower job that made them standard baggage-smoking-passenger cars.

View of 270 above dates to about 1905, while shot of 273 right (note semaphor train-order signal) dates about 1907. At left, 268 at Muncie about 1915.







Here car 266 leads parade opening service on the Muncie-New Castle line.



Heavy load on afternoon trip out of Logansport about 1908 calls for two sections of Indianapolis limited. Costs and hazards of this kind of operation led to re-equipping of cars with multiple-unit control system.



LEFT: Motorman on car #267 hangs connector plug for telephone in pole jack box, while his conductor snuggles up to the instrument to catch dispatcher's order.

RIGHT: Wicker chair interior of car #276 marked its use in Marion Flyer of 1908 era.



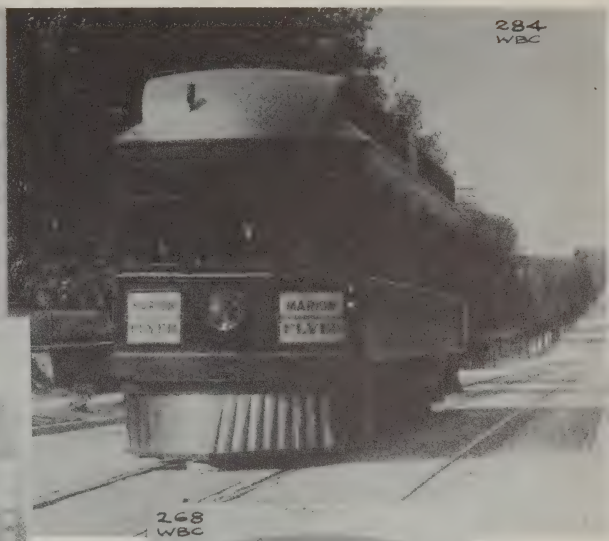


This motorman was all business as he grasped the handle of the L-4 controller and patiently waited for the photographer to record for posterity the Marion Flyer of 1905. Note signal flag displayed for following section.

One of the first big jobs of Anderson shops was the lengthening of the heavy wood cars and 274 was one of the first treated. This scene shows it on the crack Muncie Meteor towing a 300 class trailer.





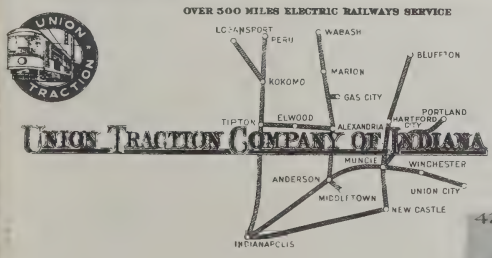
















A group of the old wooden equipments including ex-Kentucky car (#424) and ex-Springfield, Ohio car (#261).



WCJ



WBC

Top down:
Cincinnati-built #277
Niles-built #279
Stephenson-built #289
Pictures shown the fine distinctions in styling which characterized each builder's interpretation of similar specifications.



EPB





The #297-298 shown here were UT's first deluxe cars, with buffet and observation features. Scene above shows #297. Semaphor is train order signal, not automatic block. Scene below is off line at South Bend.





JFC

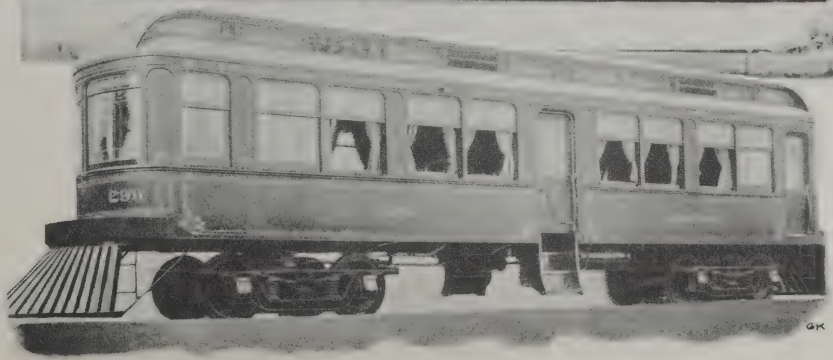


Above: Deluxe car #298 eases out on handsome Wabash River bridge near Logansport. At right is happy group enjoying #298's solarium observation. Below is ingenious pegboard to help despatcher keep tabs of train progress in old office over Citizens' Bank at Anderson, Indiana.









Private car #299 "Martha" was a little gem of car-building art. Built by St. Louis, it never failed to impress all who might have the honor of glimpsing its glistening finish and frilly interior.



As a result of a series of engineering tests in 1904, this taper-end design was developed. A small order of them was built by Jewett Car Company, of which six went to the Indianapolis New Castle & Toledo Railway and two to the Winona Railway. The INC&T #306 is pictured in New Castle in 1910.

Indianapolis, New Castle & Toledo Ry.

Below, 415 nods along the main street of Chesterfield on a Union Traction Muncie-Indianapolis run, and at bottom #414 rests between trips at Traction Terminal.






306
NEWCASTLE,
KENNARD
SHIRLEY
MAXWELL
INDIANAPOLIS



EPB



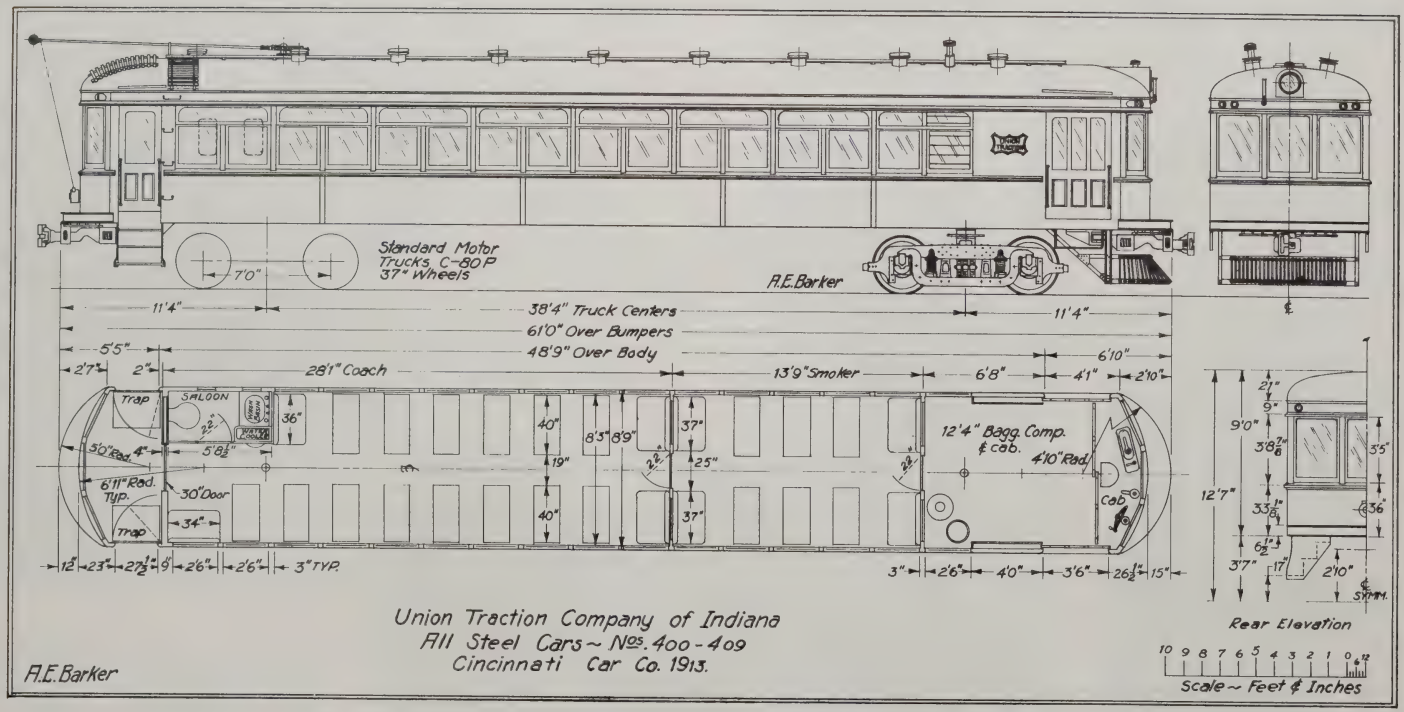
JFC



EPB



Back in 1923 the bodies of two arch-roofed Jewetts that had seen only a little service on Ohio's Stark Electric Railroad were acquired. They were made trailers #315-316 and in a few months they were again rebuilt into deluxe solarium observation-parlor-buffet cars "Indiana" and "Purdue". These views of "Indiana" show that stage of rebuilding, dating to January 24, 1925. In August, 1926 new Baldwin type 84-30-AA trucks were installed and "Indiana" was sheathed in steel plate, eliminating the upper sash.


Standard Motor Trucks, C-80P 37" Wheels
7'0"
A.E. Barker
38'4" Truck Centers
61'0" Over Bumpers
48'9" Over Body
11'4"
5'5"
2'7½"
2"
28'1" Coach
13'9" Smoker
6'8"
4'1"
2'10"
6'10"
Trap
SALOON
36"
40"
19"
40"
8'3"
8'9"
37"
25"
37"
12'4" Bagg. Comp. & cab.
4'10" Rad.
Cab
50" Rad.
4"
5'8½"
6'11" Rad. Typ.
30" Door
34"
Trap
12"
23"
27½"
9"
2'6"
2'6"
3" TYP.
3"
2'6"
4'0"
3'6"
26½"
15"
Union Traction Company of Indiana
All Steel Cars ~ Nos. 400 - 409
Cincinnati Car Co. 1913.
A.E. Barker
2'7"
9"
9'0"
12'7"
3'8⅞"
3'5"
3'3⅛"
3'6"
6½"
3'7"
17"
2'10"
3'0"
Rear Elevation
10 9 8 7 6 5 4 3 2 1 0
Scale ~ Feet & Inches





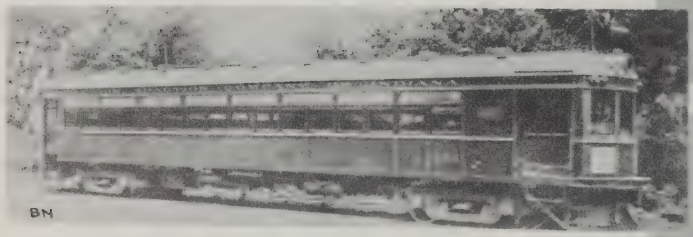
Union Traction's ten 400-class interurbans were among the first all-steel cars built by Cincinnati Car Company. Here are three builders' photos of the 1913 contract, which bore Cinci's shop order #1610.





Left: Train 11, car 407 in Wabash on a Ft. Wayne thru run aroun 1918. Below, 401, and under that, 406, in vicinity of Traction Terminal, Indianapolis.







Headon collision at left was part of the unfortunate epidemic of trouble that plagued Union Traction in middle 1920s.





Right is a glimpse, looking southeast at the Anderson shops in 1920s. In foreground: main line north to Marion-Wabash.

EPB





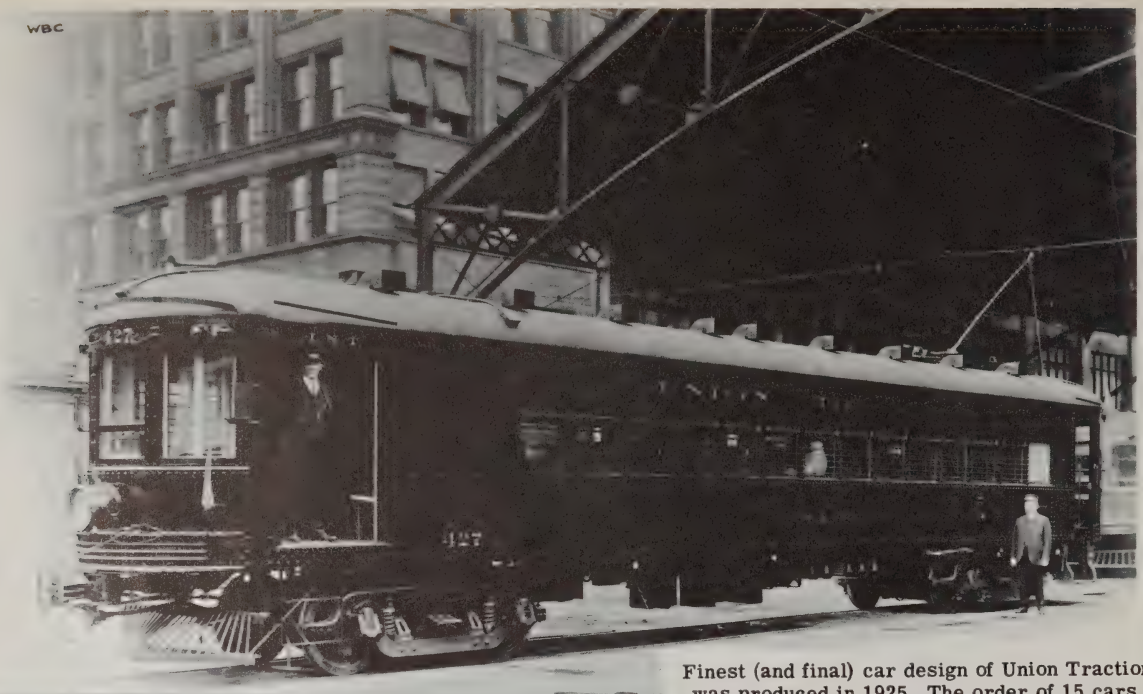
EPB



Resplendent in the brilliant red of Union Traction, these 400s became the showpiece of central Indiana interurbans, and remained so for many years.

Bottom view of 5-car extra with two 400 motors and three 300-type trailers is companion shot to cover photo and dates to the early 1920s.

WBC



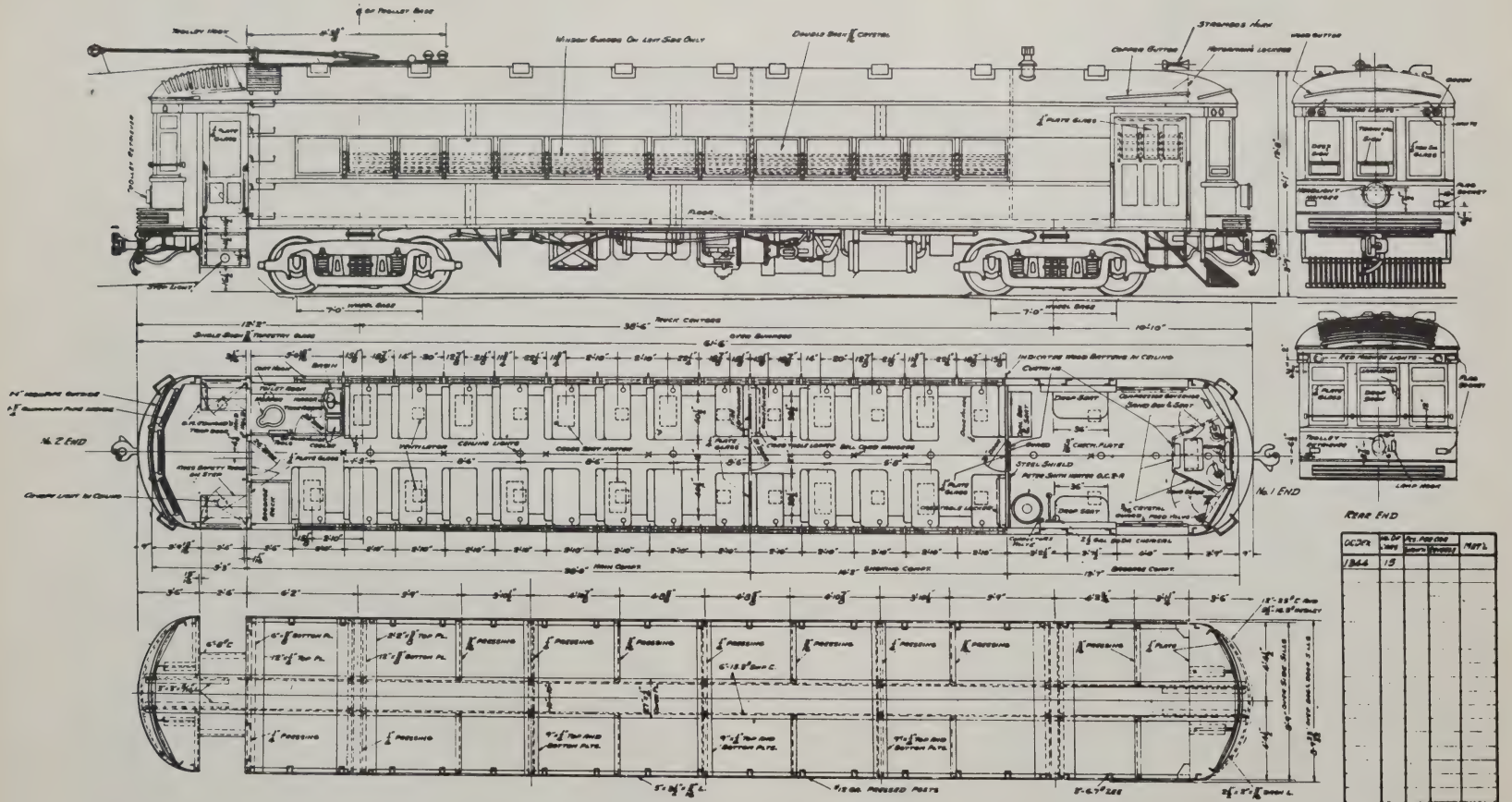
Finest (and final) car design of Union Traction was produced in 1925. The order of 15 cars numbered 427-441 was built by St. Louis Car Company. In upper scene, note little-photographed car #253 barely showing. This was one of the 1900-vintage St. Louis' which had been rebuilt with an arch-roof. Below is publicity shot on ladder track north of the Anderson shops.





From a performance standpoint, the 427-class were representative of interurban equipment engineering thruout the period 1910-1930. Equipped with 4-125 hp motors and multiple-unit control, their 45-ton weight could be propelled at an average speed of a little better than 30 mph on the limited runs, or about 25 mph average speed on local runs. Considering the fairly frequent stops for railroad crossings, passing on single track, the lengthy stretches of city street running and the number of passenger stops to be made, this called for a top speed of 55-60 mph and an acceleration rate of 1.5 mphps for the first 25-30 mph. Of course even faster top speeds were attained, but only under unusually favorable conditions of line voltage, grades and with the help of a tail wind. Train operation occasionally demanded two motor cars, or rarely, three.





OCCPC	No. OF LIGHTS	POS. FOR CODE SHOWN		MAT'L
		SHOWN	REQUIRED	
1944	15			

NOTE: TICKET HOLDERS TO BE PLACED ON POSTS PER DRWG. No. 573-3000, 15 IN MAIN COMPT. AND 6 IN SMOKING COMPT.
MATCH STRIKERS TO BE PLACED ON BACKS OF SIX SMOKING COMPT SEATS AND ON ONE POST EACH SIDE OF CAR BETWEEN BULKHEAD SEATS IN SMOKING COMPT.
MATCH STRIKER TO BE PLACED ON DOOR JAMB IN SALOON AT POINT MARKED X-SEE DRWG #538-5002
WOOD BATTENS AT CEILING JOINTS INDICATED BY MARK THUS !
ENT. S.E. FLOOR IN MAIN & SMOKING COMPTS. & IN TOILET, TO HAVE LINOLEUM. TRAP DOOR TO HAVE PEARLED RUBBER.

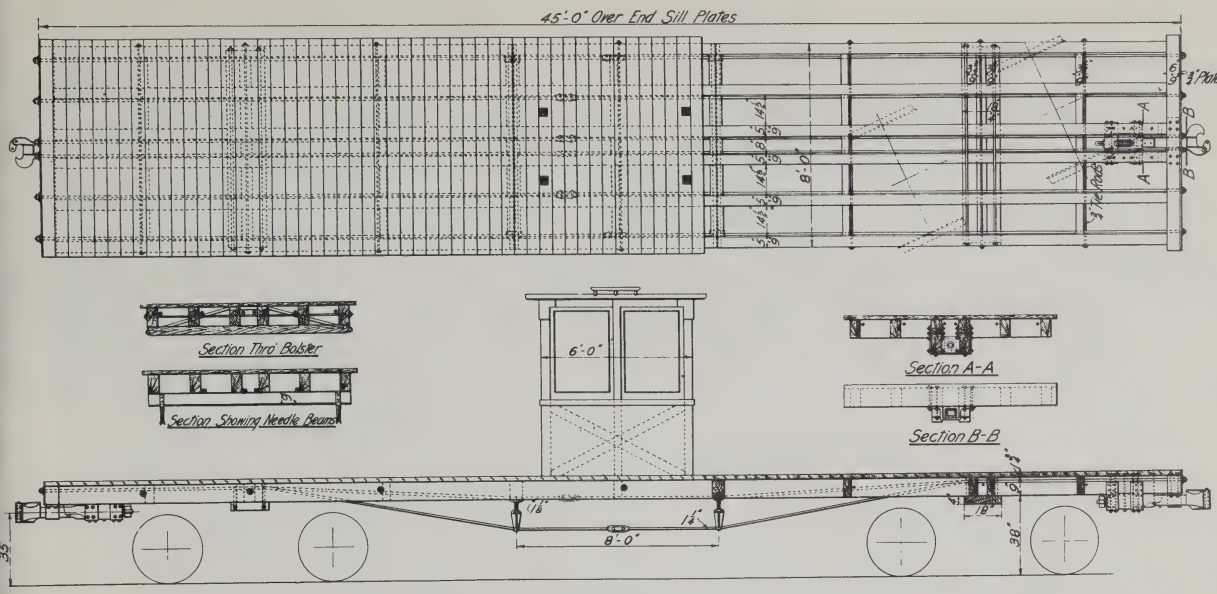
LETTER	DATE	INITIAL	MAT'L	REVISION
A	2-2-25	R.B.V.		$4.00 ON ALL POSTS - ALSO ROD ADDED & 2 SUP & SUP. CLIPS, CLOSE. BELL CORD HARDWARE ADDED.
B	3-18-25	R.B.V.		LOCATION OF LAND TROLL LOCATE, ETHINGHAM & DOME SEATS, ADDED
C	6-17-25	R.B.V.		WOOD CEILING BATTENS SHOWN AT ALL POSTS IN SMOKING & MAIN COMPTS
D	7-9-25	R.B.V.		ADDED 2 STEPWELL HOOKS ON 10'-1 3/4" CAR CAR CAR ROOF

ST. LOUIS CAR CO.

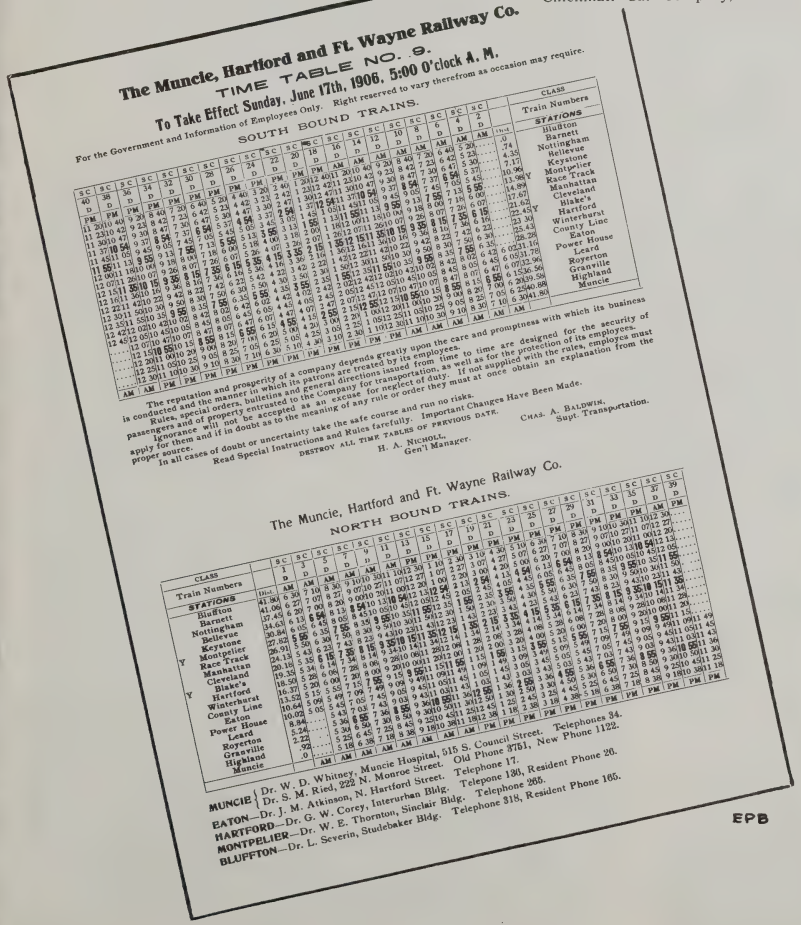
GENERAL ARRANGEMENT

APPROVED	DATE	DRAWN C.R.B.
[illegible]	1-11-26	TRACED A.M.
[illegible]	1-11-26	CHECKED R.B.V.
DATE 10-8-24	SCALE	

DRWG. No. 443-1042



Plan, Elevation and Sections of Motor Flat Car with Center Cab; Muncie & Portland Traction Company
Cincinnati Car Company, Builder



The Muncie, Hartford and Ft. Wayne Railway Co.

TIME TABLE NO. 9.

To Take Effect Sunday, June 17th, 1906, 5:00 O'clock A. M.

For the Government and Information of Employees Only. Right reserved to vary therefrom as occasion may require.

SOUTH BOUND TRAINS.

Train Numbers	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39
CLASS																				
STATIONS	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Illiuton																				
Barnett																				
Nottingham																				
Bellevue																				
Keystone																				
Montpelier																				
Race Track																				
Manhattan																				
Cleveland																				
Blake's																				
Hartford																				
Winterhurst																				
County Line																				
Eaton																				
Power House																				
Leard																				
Royerton																				
Granville																				
Highland																				
Muncie																				

The reputation and prosperity of a company depends greatly upon the care and promptness with which its business is conducted and the manner in which its patrons are treated by employees. Rules, special orders, bulletins and general directions issued from time to time are designed for the security of passengers and of property entrusted to the Company for transportation, as well as for the protection of its employees. Ignorance will not be accepted as an excuse for neglect of duty. If not supplied with the rules, employes must apply for them and if in doubt as to the meaning of any rule or order they must at once obtain an explanation from the proper source.

In all cases of doubt or uncertainty take the safe course and run no risks.

Read Special Instructions and Rules carefully. Important Changes Have Been Made.

CHAS. A. BALDWIN, Supt. Transportation.

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

H. A. NICHOLL, Gen'l Manager.

The Muncie, Hartford and Ft. Wayne Railway Co.

NORTH BOUND TRAINS.

Train Numbers	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
CLASS																				
STATIONS	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D
Muncie																				
Leard																				
Royerton																				
Granville																				
Highland																				
Muncie																				
Power House																				
Eaton																				
County Line																				
Winterhurst																				
Hartford																				
Blake's																				
Cleveland																				
Manhattan																				
Race Track																				
Montpelier																				
Keystone																				
Bellevue																				
Nottingham																				
Barnett																				
Illiuton																				

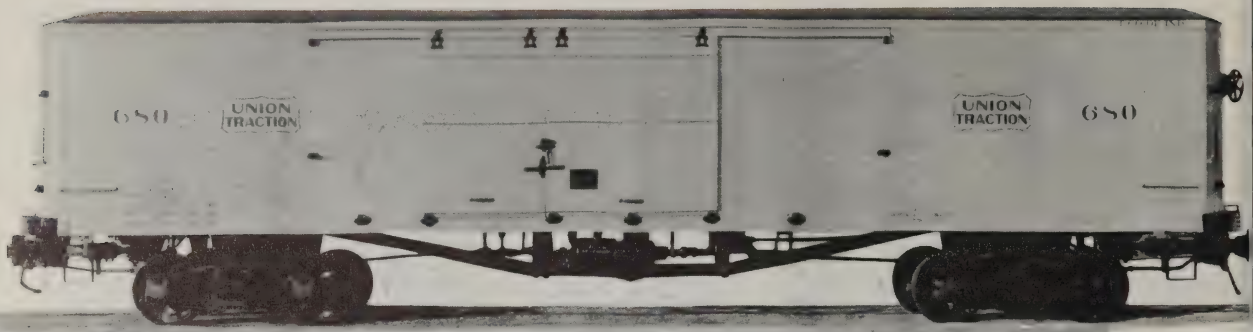
MUNCIE—Dr. W. D. Whitney, Muncie Hospital, 515 S. Council Street. Telephones 34.
EATON—Dr. S. M. Riel, 222 N. Monroe Street. Old Phone 8751, New Phone 1122.
HARTFORD—Dr. J. M. Atkinson, N. Hartford Street.
MONTPELIER—Dr. G. W. Corey, Interurban Bldg. Telephone 136, Resident Phone 26.
BLUFFTON—Dr. L. Severin, Studebaker Bldg. Telephone 318, Resident Phone 165.

EPB

BELOW: 427-type shows her heels at block signal on Peru run a short distance out of Indianapolis.



EYP



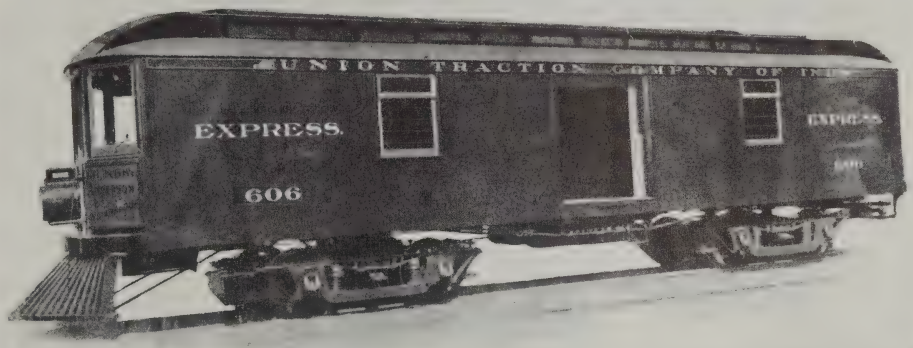


Above and right: AC&F Co. box cars built at Jeffersonville on lot 305 in 1926.
Below: Extra 612 in a 6-car freight arriving from the North at Broad Ripple.



JFC

Union Traction began its freight business with small box motors which were very similar in appearance to its passenger cars.



The company's policy of continually revamping motors, controls, and swapping trucks and car numbers, leaves little tie-in between these photographs, dating before 1905, and the 1924 roster data available to us. Only conclusion we can draw is that these are not the same cars listed in the roster, but are the real originals, probably all built from Barney & Smith passenger cars.



JFC

JFC



Scene at left shows #610 at Woodlawn Cemetery stop. The spot is on College Avenue, today well within Indianapolis.

LEFT: Car 23 at Junction, Summitville.
BELOW: Arden stop, Peru line, now 71st St. city limits of Indianapolis.



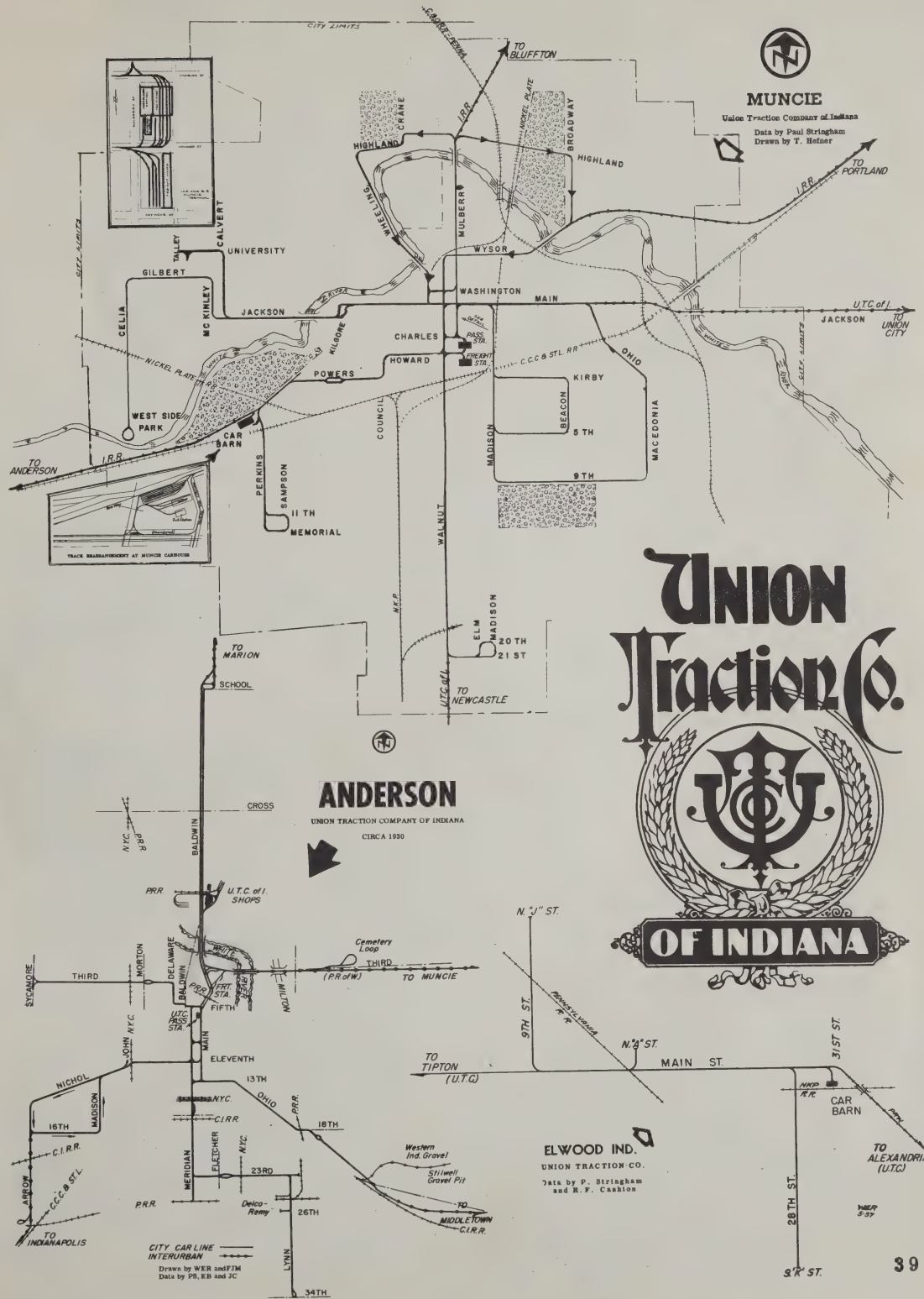


BELOW: Upper view shows Muncie birney car while lower shot catches ex-Kentucky Traction & Terminal car (UTC-#426) squealing into Muncie station.








MUNCIE
Union Traction Company of Indiana
Data by Paul Stringham
Drawn by T. Hefner
CITY LIMITS
CANNOT FERRY
TO BLUFFTON
I.R.R.
HIGHLAND
CRANE
NICKEL PLATE
BROADWAY
HIGHLAND
TO PORTLAND
I.R.R.
MULBERRY
WILLARD
WYSOR
TALLEY
CALVERT
UNIVERSITY
GILBERT
CITY LIMITS
WASHINGTON
MAIN
JACKSON
MC KINLEY
CELIA
JACKSON
U.T.C. of I.
TO UNION CITY
WHITE RIVER
KILGORE
CHARLES
PASS. STA.
FREIGHT STA.
NICKEL PLATE
POWERS
HOWARD
C.C.C.& ST.L. RR
OHIO
KIRBY
WEST SIDE PARK
CAR BARN
COUNCIL
BEACON
5 TH
MADISON
MACEDONIA
TO ANDERSON
I.R.R.
PERKINS
SAMPSON
11 TH
MEMORIAL
9 TH
WALNUT
TRACK REARRANGEMENT AT MUNCIE CARHOUSE
N.K.P.
ELM
MADISON
20 TH
21 ST
U.T.C. of I.
TO NEWCASTLE
TO MARION
SCHOOL
CROSS
N.Y.C.
PRR
BALDWIN
ANDERSON
UNION TRACTION COMPANY OF INDIANA
CIRCA 1930
PRR.
U.T.C. of I. SHOPS
WHITE
Cemetery Loop
THIRD
(P.R. of W.)
TO MUNCIE
SYCAMORE
THIRD
MORTON
DELAWARE
BALDWIN
PRR
FRT. STA.
MILTON
FIFTH
UTC PASS. STA.
MAIN
JOHN
N.Y.C.
ELEVENTH
NICHOL
13TH
OHIO
PRR.
18TH
16TH
MADISON
C.I.R.R.
N.Y.C.
C.I.R.R.
MERIDIAN
FLETCHER
N.Y.C.
23RD
ARROW
C.C.C.& ST.L.
P.R.R.
Delco-Remy
26TH
TO INDIANAPOLIS
LYNN
34TH
CITY CAR LINE
INTERURBAN
Drawn by WER and FJM
Data by PS, EB and JC
Western Ind. Gravel
Stilwell Gravel Pit
TO MIDDLETOWN
C.I.R.R.
N. "J" ST.
PENNSYLVANIA R.R.
9TH ST.
N. "A" ST.
TO TIPTON (U.T.C.)
MAIN ST.
31ST ST.
NKP R.R.
CAR BARN
PRR
TO ALEXANDRIA (U.T.C.)
ELWOOD IND.
UNION TRACTION CO.
Data by P. Stringham and R.F. Cashion
28TH ST.
WER
S.R. ST.
S.'A' ST.
UNION Traction Co.
OF INDIANA


UNION
TRACTION
UNION
TRACTION
Fast Through
LIMITED TRAIN SCHEDULES
BETWEEN
Indianapolis and Fort Wayne
Steel Cars—Parlor Buffet Cars
"HOOSIERLANDS"
Via Anderson, Muncie and Bluffton
Read Down
Read Up
Indianapolis Ar.
Anderson
Muncie
Hartford City
Montpelier
Bluffton
Ft. Wayne Lv
"WABASH VALLEY FLYERS"
Via Tipton Kokomo and Peru
Indianapolis Ar.
Noblesville
Tipton
COMPLETE TIME TABLES
Corrected Nov. 1, 1929
Showing time of interurban passenger trains and busses at: INDIANAPOLIS, MARION, ANDERSON, KOKOMO, MUNCIE, NEWCASTLE, FT. WAYNE, LOGANSPORT, WABASH, PORTLAND, PERU, HARTFORD CITY, UNION CITY, WINCHESTER, MARIA, MOVE
ARTHUR W. BRADY, RECEIVER
UNION TRACTION COMPANY OF INDIANA
PAY ROLL DRAFT,
DEC. 10, 1927
Nov. 30, 1927
$29.70
One-time important service was given by name train between Indianapolis-Marion. Route was via Anderson.
103
MARION
FLYER

UNION TRACTION COMPANY OF INDIANA

UNION TRACTION

Traffic Department.

Arthur W. Brady, President.
H. A. Nicholl, Gen. Manager.
S. R. Dunbar, Purchasing Agent.
C. S. Keeves, Act. Supt. Transportation.
G. H. Kelsey, Electrical Engineer.
R. N. Hemming, Supt. Motive Power.

General Offices, Anderson, Indiana.

W. H. Foose, Jr., Secretary and Treasurer.
Walter Shroyer, Auditor.
E. E. Slick, Claim Adjuster.
J. A. Van Osdol, General Attorney.

C. H. Allen, Real Estate and Tax Agent.
L. A. Mitchell, Engineer Maintenance of Way.
F. D. Norviel, Gen. Pass. and Frt. Agt.
M. E. Graston, D. P. and F. Agt., Indianapolis.
C. O. Balfour, Freight Claim Agent, Indianapolis.

MARION FLYER

INDIANAPOLIS—ANDERSON—MARION

North Bound Read Down	South Bound West Bound Read Up	STATIONS
5 00	10 00	Lv Indianapolis Ar
6 18	11 18	Anderson
7 40	12 40	Ar Marion Lv
9 50	3 50	
8 38	2 38	
7 20	1 20	

MUNCIE METEOR

INDIANAPOLIS—NEW CASTLE—MUNCIE

East Bound Read Down	West Bound Read Up	STATIONS
8 00	6 50	Lv Muncie Ar
8 32	6 18	New Castle
9 50	4 50	Ar Indianapolis Lv

INTERURBAN MILEAGE

Divisions	Mil
Indianapolis—Muncie	57
Indianapolis—Kokomo	57
Indianapolis—New Castle	63
Kokomo—Logansport	23
Kokomo—Peru	20
Tipton—Alexandria	20

Divisions	Mil
Anderson—Middletown	10
Anderson—Wabash	53
Muncie—Bluffton	42
Muncie—Union City	33
Muncie—Portland	32
Total length of Line	410

INDIANAPOLIS AND MUNCIE

East Bound—Read Down — West Bound—Read Up

L	L	L	L	L	L	L	L	L	L	L	Mil	STATIONS	L	L	L	L	L	L	L	L	L	L
11 30	9 00	7 00	6 00	5 00	4 00	3 00	2 00	1 00	12 00	11 00	0	Lv Ind'napolis Ar	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45
12 06	9 36	7 36	6 36	5 36	4 36	3 36	2 36	1 36	12 36	11 36	10	xLawrence	6 06	7 06	8 06	9 06	10 06	11 06	12 06	1 06	2 06	3 06
12 14	9 47	7 47	6 47	5 47	4 47	3 47	2 47	1 47	12 47	11 47	15	xOaklandon	5 59	6 59	7 59	8 59	9 59	10 59	11 59	12 59	1 59	2 59
12 18	9 57	7 57	6 57	5 57	4 57	3 57	2 57	1 57	12 57	11 57	18	xMcCordsville	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55
12 25	9 52	7 52	6 52	5 52	4 52	3 52	2 52	1 52	12 52	11 52	22	xFortville	5 49	6 49	7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49
12 35	9 57	7 57	6 57	5 57	4 57	3 57	2 57	1 57	12 57	11 57	25	xIngalls	5 41	6 41	7 41	8 41	9 41	10 41	11 41	12 41	1 41	2 41
12 38	10 04	8 04	7 04	6 04	5 04	4 04	3 04	2 04	1 04	12 04	30	xPendleton	5 34	6 34	7 34	8 34	9 34	10 34	11 34	12 34	1 34	2 34
1 00	10 32	8 32	7 32	6 32	5 32	4 32	3 32	2 32	1 32	12 32	38	xAnderson	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15
1 20	10 48	8 48	7 48	6 48	5 48	4 48	3 48	2 48	1 48	12 48	46	xChesterfield	4 59	5 59	6 59	7 59	8 59	9 59	10 59	11 59	12 59	1 59
1 35	11 06	9 06	8 06	7 06	6 06	5 06	4 06	3 06	2 06	1 06	52	xDalesville	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45	12 45	1 45
											57	xYorktown	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35
											67	Ar Muncie Lv	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 20

Additional Local leaves Anderson at 5:45 A. M.—Arrives Muncie at 6:40 A. M. (Daily except Sunday) Additional Local leaves Anderson at 11:10 P. M.—Arrives Anderson at 12:00 P.M.
Marion Flyer leaves Indianapolis at 10:00 A. M., 5:00 P. M.—Arrives Anderson 11:18 A. M., 6:18 P. M.—Arrives Marion at 12:40 P. M., 7:40 P. M.
Marion Flyer leaves Marion at 7:20 A. M., 1:20 P. M.—Arrives Anderson 8:38 A. M., 2:38 P. M.—Arrives Indianapolis at 9:50 A. M., 3:50 P. M.

ANDERSON AND WABASH

North Bound—Read Down — South Bound—Read Up

													Mil	STATIONS																	
9 00	7 00	5 20	5 00	4 00	3 00	2 00	1 00	12 00	11 00	10 00	9 00	8 00	7 00	6 00	4 45	0	Lv Indianapolis Ar	9 50	1045	1145	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	1045	1245
1105	9 15	7 05	6 18	5 05	5 03	3 03	2 03	1 03	12 03	11 03	10 03	9 03	8 03	7 03	5 38	38	Lv xAlexandria Ar	8 11	8 30	9 09	10 30	11 25	12 30	1 25	2 30	3 25	4 30	5 25	6 30	7 25	8 30	10 30	12 30
1135	9 40	7 35	6 45	5 25	5 35	4 25	3 25	2 25	1 25	12 25	11 25	10 25	9 25	8 25	7 57	49	xAlexandria	8 11	8 30	9 09	10 30	11 25	12 30	1 25	2 30	3 25	4 30	5 25	6 30	7 25	8 30	10 30	12 30
1155	9 58	7 52	6 57	6 41	5 52	4 41	3 52	2 41	1 52	12 41	12 04	11 52	10 41	9 52	8 17	57	xSummitville	7 59	8 16	8 59	10 16	11 11	12 16	1 11	2 16	3 11	4 16	5 11	6 16	7 11	8 16	10 16	12 16
1219	10 16	8 07	7 10	6 56	6 07	4 56	4 07	3 07	2 07	1 56	12 56	12 19	11 07	10 07	8 32	65	xFarmount	7 48	8 07	8 48	10 07	10 56	12 07	12 56	1 48	2 07	2 56	4 07	4 56	6 07	7 56	9 07	11 07
1219	10 26	8 17	7 18	7 06	6 17	5 06	4 17	3 17	2 17	2 06	1 06	12 19	11 17	10 17	8 42	66	xJonesboro	7 38	7 57	8 38	9 57	10 46	11 57	12 46	1 38	1 57	2 46	3 57	4 46	5 57	6 46	8 57	10 57
1240	10 45	8 40	7 40	7 30	6 40	5 30	4 40	3 40	2 40	1 40	1 40	12 40	11 40	10 40	9 30	72	xMarion	7 20	7 35	8 25	9 35	10 25	11 35	12 25	1 20	1 35	2 25	3 35	4 25	5 35	6 25	8 35	10 35
1255	10 58	8 58		7 58		5 58		4 58		2 58	2 02			12 58		81	xLaFontaine	6 55		8 02		10 02		12 02		2 02	3 00	4 02		6 02		8 23	10 46
		11 30	9 25		7 25		6 25		3 25	2 25	2 25		1 25			91	Ar Wabash Lv	6 30		7 40		9 40		11 40		1 40	2 40	3 40		5 40		8 00	10 20

Additional Car leaves Anderson at 5:00 A. M.—Arrives Marion 6:30 A. M.—Arrives Wabash 7:20 A. M. Additional Car leaves Anderson at 11:50 A. M.—Arrives Marion 7:30 A. M.
Additional Car leaves Marion 5:35 A. M.—Arrives Wabash 6:25 A. M. Additional Cars leave Marion at 14:50, 6:25 A. M.—Arrive Anderson 6:30, 7:55 A. M.—Arrives Anderson at 8:45, 9:45 A. M. Additional Car leaves Wabash 11:30 P. M.—Arrives Marion 12:15 A. M. *Marion Flyer. †Annulled on Sunday.

INDIANAPOLIS AND LOGANSPORT

North Bound—Read Down — South Bound—Read Up

																	Mil	STATIONS																	
11 30	9 00	7 00	6 00	5 00	4 00	3 00	2 00	1 00	12 00	11 00	10 00	9 00	8 00	7 00	6 00	5 00	0	Lv Ind'napolis Ar	6 45	8 05	9 05	10 05	11 05	11 45	12 05	1 45	2 05	3 45	4 05	5 45	6 05	7 45	8 05	10 05	12 05
12 02	9 30	7 30	6 30	5 30	4 30	3 30	2 30	1 30	12 30	11 30	10 30	9 30	8 30	7 30	6 30	5 30	4	xBread Ripple	6 16	7 32	8 32	9 32	10 32	11 13	11 32	1 13	1 32	3 13	3 32	5 13	5 32	7 13	7 32	9 13	11 32
12 13	9 42	7 42	6 42	5 42	4 42	3 42	2 42	1 42	12 42	11 42	10 42	9 42	8 42	7 42	6 42	5 42	15	xCarmel	6 01	7 22	8 22	9 22	10 22	10 57	11 22	12 57	1 22	2 57	3 22	4 57	5 22	6 57	7 22	8 57	10 57
12 32	10 00	8 00	7 00	6 00	5 00	4 00	3 00	2 00	1 00	12 00	11 00	10 00	9 00	8 00	7 00	6 00	24	xNoblesville	5 35	7 06	8 06	9 06	10 06	10 42	11 06	12 42	1 06	2 42	3 06	4 42	5 06	6 42	7 06	8 42	10 42
12 42	10 10	8 10	7 10	6 10	5 21	4 10	3 21	2 10	1 21	12 10	11 10	10 21	9 10	8 21	7 10	6 21	30	xCicero	5 21	6 53	7 53	8 53	9 53	10 29	10 53	12 29	12 53	2 29	2 53	4 29	4 53	6 29	6 53	8 16	10 16
12 48	10 18	8 18	7 18	6 18	5 29	4 18	3 29	2 18	1 29	12 18	11 18	10 29	9 18	8 29	7 18	6 29	33	xArcadia	5 16	6 50	7 50	8 50	9 50	10 26	10 50	12 26	12 50	2 26	2 50	4 26	4 50	6 26	6 50	8 08	10 08
12 58	10 28	8 28	7 28	6 28	5 39	4 28	3 39	2 28	1 39	12 28	11 28	10 39	9 28	8 39	7 28	6 39	36	xAtlanta	5 10	6 45	7 45	8 45	9 45	10 21	10 45	12 21	12 45	2 21	2 45	4 21	4 45	6 21	6 45	8 04	10 04
1 05	10 35	8 35	7 35	6 35	5 46	4 35	3 46	2 35	1 46	12 35	11 35	10 46	9 35	8 46	7 35	6 46	40	xTipton	5 00	6 37	7 37	8 37	9 37	10 13	10 37	12 13	12 37	2 13	2 37	4 13	4 37	6 13	6 37	7 58	9 58
1 15	10 44	8 44	8 05	6 44	6 05	4 44	4 05	2 44	2 05	1 44	12 44	11 44	10 55	9 44	8 05	6 55	48	xSharpsville	6 19	7 31	8 19	9 19	10 31	11 07	11 31	1 07	1 31	3 07	3 31	5 07	5 31	7 07	7 31	8 52	10 52
1 21	10 50	8 50	8 13	6 50	6 13	4 50	4 13	2 50	2 13	1 50	12 50	11 50	11 01	9 50	8 13	6 59	52	xFairfield	6 13	7 25	8 13	9 13	10 25	11 01	11 25	1 01	1 25	3 01	3 25	5 01	5 25	7 01	7 25	8 46	10 46
1 27	10 56	8 56	8 20	6 56	6 20	4 56	4 20	2 56	2 20	1 56	12 56	12 01	11 08	9 56	8 20	7 06	56	Ar xKokomo Lv	6 06	7 18	8 06	9 06	10 18	10 54	11 18	12 54	1 18	2 54	3 18	4 54	5 18	6 54	7 18	8 39	10 39
1 40	11 10	9 10	8 40	7 10	6 40	5 10	4 40	3 10	2 40	1 40	1 40	12 40	11 40	10 40	9 10	8 40	66	Lv xKokomo Ar	5 55	7 07	7 55	8 55	9 55	10 31	10 55	12 31	12 55	2 31	2 55	4 31	4 55	6 31	6 55	7 55	9 55
		9 50		7 50		5 50		3 50		1 50		11 50		9 50		7 50	76	Ar ...xPeru ...Lv		5 20		7 20	8 20	9 15			11 20	12 20	1 10		3 20	4 20			7 20	9 10
		11 55		8 05				4 00				11 55						Ar Ft. Wayne Lv															7 20				1 20				5 25	
		11 30		10 15				5 30				11 30		9 30				Ar ...Warsaw ...Lv					5 35				7 35				11 25	11 35			1 35				5 35	7 35
				11 05				6 27						2 27		12 27		Ar ...Goshen ...Lv									6 35				9 30	10 35			12 35				4 35	6 35
		11 39	9 30		7 30		6 15	5 02	3 30		2 13	1 02	11 30		1016	9 02	7 30	64	...xGalveston		5 35	6 46	7 35				9 35	10 46	11 35			1 35	2 46	3 35				5 35	6 46	7 35	9 35	
		11 37	9 37		7 37		6 22	5 11	3 37		2 21	1 11	11 37		1022	9 11	7 37	66	...Lincoln		5 29	6 40	7 29				9 29	10 40	11 29			1 29	2 40	3 29				5 29	6 40	7 29	9 29	
		11 42	9 42		7 42		6 29	5 18	3 42		2 26	1 18	11 42		1028	9 18	7 43	70	...xWalton		5 24	6 35	7 24				9 24	10 35	11 24			1 24	2 35	3 24				5 24	6 35	7 24	9 24	
		12 05	10 05		8 05		6 55	5 45	4 05		2 50	1 45	12 05		1055	9 45	8 05	80	Ar xLogansport Lv		5 00	6 07	7 00				9 00	10 07	11 00			1 00	2 03	3 00				5 00	6 07	7 00	9 00	

Additional Local leaves Tipton at 5:40 A. M.—Arrives Kokomo 5:37 A. M.—Arrives Logansport 6:35 A. M. †Annulled on Sunday. §Annulled on Sunday between Indianapolis and Tipton.
*Through car to Alexandria via Tipton, Daily except Sunday.

KOKOMO AND PERU

North Bound—Read Down — South Bound—Read Up

								Mil	STATIONS															
7 00	5 00	3 00		1 00	11 00		9 00	7 00		5 00		0	Lv ...xIndianapolis ...Ar	8 05	10 05	11 45	12 05	2 05	3 45	4 05	6 05	7 45	8 05	10 05	12 05
5 13	7 13	1 53	4	05	10	11 13	12	05	11 10	9 13	8 05	7 10	16 00	56	Lv ...xKokomo ...Ar	15 55	17 55	9 05	9 55	11 55	1 05	1 55	3 55	5 05	6 55	7 55	9 55
5 26	7 26	2 06	4	22	3 27	1	26	19	26	9 26	8 22	7 27	6 19	63	...xBennett's	5 40	7 40	8 44	9 37	11 40	12 44	1 36	3 40	4 44	6 40	7 40	9 40
5 35	7 35	2 15	4	31	3 37	1	35	19	35	9 30	8 26	7 30	6 24	65	...xMiami	5 37	7 37	8 41	9 34	11 37	12 41	1 33	3 37	4 41	6 37	7 37	9 37
5 35	7 35	2 15	4	35	3 37	1	35	19	35	9 30	8 26	7 30	6 24	65	...xBunker Hill	5 31	7 31	8 34	9 27	11 31	12 34	1 26	3 31	4 34	6 31	7 31	9 31
5 35	7 35	2 15	4	35	3 37	1	35	19	35	9 30	8 35	7 35	6 32	69	...xPeru ...Lv	5 20	7 20	8 20	9 15	11 20	12 20	1 10	3 20	4 20	6 20	7 20	9 10
5 50	7 50	2 30	4	50	3 50	1	50	19	50	9 50	8 50	7 50	6 50	76	Ar ...												
															Ar ...Ft. Wayne ...Lv					7 20	9 20			1 20			5 25	
11 50		8 05				3 50				11 50															

†Annulled on Sunday. *Indianapolis–Ft. Wayne trains.

MUNCIE, BLUFFTON AND FT. WAYNE

North Bound—Read Down — South Bound—Read Up

							Mil	STATION																
9 00	7 00	5 20		3 00		1 00		11 00	9 00		7 00		4 45		0	Lv ...xIndianapolis					1045		1245		2 45	4 45		6 45		8 45		1045	1245
11 20	9 20	7 25	6 20	5 20	4 00	3 20	2 00	1 20	11 20	10 20	9 20		7 20		5 00	57	...xMuncie		8 15	8 25	9 05	1025		1245		12 25	2 20	3 55	4 25	6 55	6 25	7 55	8 25	1025	12 40
11 48	9 44	7 44	6 44	5 29	3 44	2 29	1 44	11 44	10 29	9 44		7 44		5 27	67	...xEaton		8 41	7 57	9 13	9 57				11 57	1 40	3 13	3 57	5 13	7 57	7 17	7 57	9 57	12 10
12 06	10 03	8 01	7 08	6 01	4 49	4 01	2 49	2 01	12 01	11 01	10 49	10 03		8 01		5 49	76	xHartford City		9 22	8 42	9 46	10 42				12 42	2 23	4 02	4 42	6 02	6 42	7 46	8 42	10 42	12 59
12 28	10 24	8 19	7 32	6 19	5 15	4 19	3 15	2 19	12 19	11 19	11 15	10 24		8 19		6 15	84	xMontpelier		9 43	9 02	10 06	11 02				1 02	2 43	4 22	5 02	6 22	7 02	8 06	9 02	11 02	1 22
12 36	10 30	8 26	7 39	6 26	5 23	4 26	3 23	2 26	12 26	11 23	10 30		8 26		6 23	87	xKeystone		9 49	9 08	10 12	11 08				1 08	2 49	4 28	5 08	6 28	7 08	8 12	9 08	11 08	1 28
12 43	10 39	8 34	7 48	6 34	5 32	4 34	3 32	2 34	12 34	11 32	10 38		8 34		6 32	92	xPonete		9 57	9 16	10 20	11 16				1 16	2 57	4 36	5 16	6 36	7 16	8 20	9 16	11 16	1 36
1 00	10 52	8 50	8 05	6 50	5 50	4 50	3 50	2 50	12 50	11 50	10 55	9 55	8 50	7 55	6 50	98	xBluffton		10 04	9 25	10 29	11 25				1 25	3 06	4 45	5 25	6 45	7 25	8 29	9 25	11 25	1 45
		11 50	9 50		7 50	7 00	5 50	5 00	3 50	1 50	1 00		1100	9 50	9 00	7 50		Ar ...Ft. Wayne ...Lv		8 00	7 00	8 00	9 00	10 00	1100	1 00	2 00	3 00	4 00	5 00	6 00	8 00	10 00	

†Annulled on Sunday.

TIPTON AND ALEXANDRIA

East Bound—Read Down — West Bound—Read Up

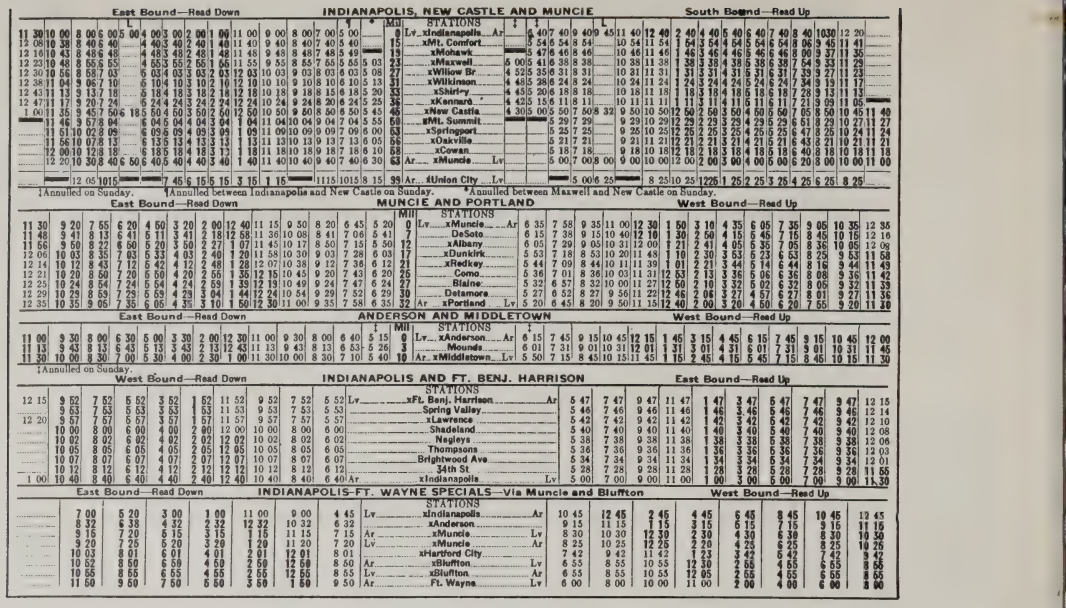
															Mil	STATIONS																			
10 40	8 50	6 40	5 30	4 40	3 30	2 40	1 30	12 40	10 40	8 40	7 30	6 40	4 40	0	Lv ...xTipton ...Ar	6 30	8 30	9 25	10 30	12 30	2 30	3 25	4 30	5 25	6 30	7 25	8 30	10 37	12 30
10 51	9 00	6 51	5 41	4 51	3 41	2 51	1 41	12 51	10 51	8 51	7 41	6 51	4 51	8	...xRobbs	6 18	8 16	9 16	10 16	12 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16	10 25	12 16
10 56	9 06	6 56	5 46	4 56	3 46	2 56	1 46	12 56	10 56	8 56	7 46	6 56	4 56	11	...Cedar Corner	6 12	8 12	9 06	10 12	12 12	2 12	3 06	4 12	5 06	6 12	7 06	8 12	10 21	12 12
11 03	9 15	7 03	6 02	5 03	4 02	3 03	2 02	1 03	11 03	9 03	8 02	7 03	5 03	15	...xElwood	6 02	8 02	8 58	9 58	12 02	2 02	2 58	4 02	4 58	6 02	6 58	8 02	10 12	12 00
11 12	9 24	7 12	6 12	5 12	4 12	3 12	2 12	1 12	11 12	9 12	8 12	7 12	5 12	19	...Dundee	5 51	7 51	8 42	9 47	11 51	1 51	2 47	3 51	4 47	5 51	6 47	7 51	10 02	11 51
11 16	9 26	7 14	6 14	5 14	4 14	3 14	2 14	1 14	11 14	9 14	8 14	7 14	5 14	21	...xOrestes	5 49	7 49	8 38	9 49	11 49	1 49	2 38	3 49	4 38	5 49	6 38	7 49	9 55	11 48
11 26	9 45	7 25	6 25	5 25	4 25	3 25	2 25	1 25	11 25	9 25	8 25	7 25	5 25	29	Ar ...xAlexandria ...Lv	5 40	7 40	8 30	9 40	11 40	1 40	2 30	3 40	4 30	5 40	6 30	7 40	9 50	11 40

*Through Car to Indianapolis, Daily except Sunday.

UNION CITY AND MUNCIE

West Bound—Read Down — East Bound—Read Up

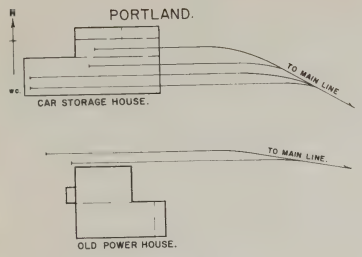
																	Mil	STATIONS																	
10 25	8 25	6 25	5 25	4 25	3 25	2 25	1 25	12 25		10 25		8 25	6 25	5 00	0	Lv ...xUnion City ...Ar	6 25	8 15		1015	11 15		1 15	2 15	3 15	4 15	5 15	6 15	7 50	1015	12 05
10 46	8 46	6 46	5 48	4 48	3 48	2 48	1 48	12 48		10 48		8 48	6 46	5 20	10	...xWinchester	6 05	7 55		9 55	11 05		12 55	1 55	2 55	3 55	4 55	5 55	7 30	9 55	11 45
11 05	9 09	7 05	6 09	5 09	4 09	3 09	2 09	1 09		11 09		9 09	7 09	5 39	19	...xFarmland	5 51	7 39	7 21	9 21	10 21		12 21	1 21	2 21	3 21	4 21	5 21	7 03	9 21	11 11
11 15	9 20	7 16	6 20	5 20	4 20	3 20	2 20	1 20		11 20		9 20	7 20	5 50	23	...Parker City	5 26	7 10		9 10	10 10		12 10	1 10	2 10	3 10	4 10	5 10	6 56	9 10	11 00
11 23	9 27	7 27	6 27	5 27	4 27	3 27	2 27	1 27		11 27		9 27	7 27	5 56	26	...xSalma	5 19	7 04		9 04	10 04		12 04	1 04	2 04	3 04	4 04	5 04	6 47	9 04	10 52
11 45	9 55	7 55	6 55	5 55	4 55	3 55	2 55	1 55	1 05	11 55	11 05	9 55	7 55	6 25	32	Ar ...xMuncie ...Lv	5 00	6 45	7 15	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	6 20	8 45	10 45
	11 15	9 15	9 15	7 15	6 00	5 15	4 00	3 15	2 00	1 15	12 00	11 15	9 15	7 15	51	Ar ...xAnderson ...Lv		5 45	6 32	7 45	8 32	9 45	10 32	11 45	12 32	1 45	2 32	3 45	4 32	6 38	8 32
	12 45	10 45	10 45	8 45	7 45	6 45	5 45	4 45	3 45	2 45	1 45	12 45	10 45	8 45	89	Ar ...xIndianapolis ...Lv			4 45	6 00	7 00	8 00	9 00	10 00	11 00	1200	1 00	2 00	3 00	5 20	7 00

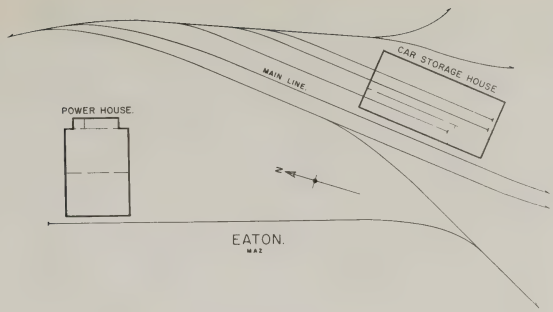


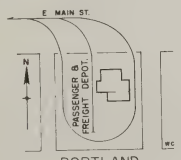
INDIANAPOLIS, NEW CASTLE AND MUNCIE

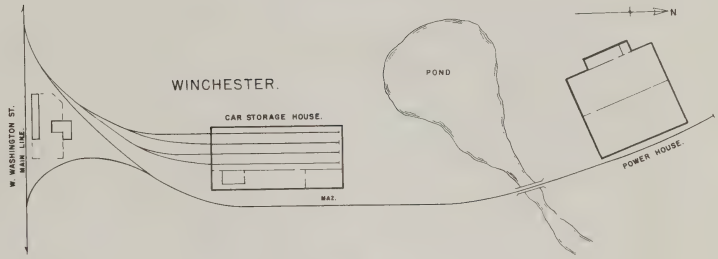
East Bound—Read Down

| MI | STATIONS | | |

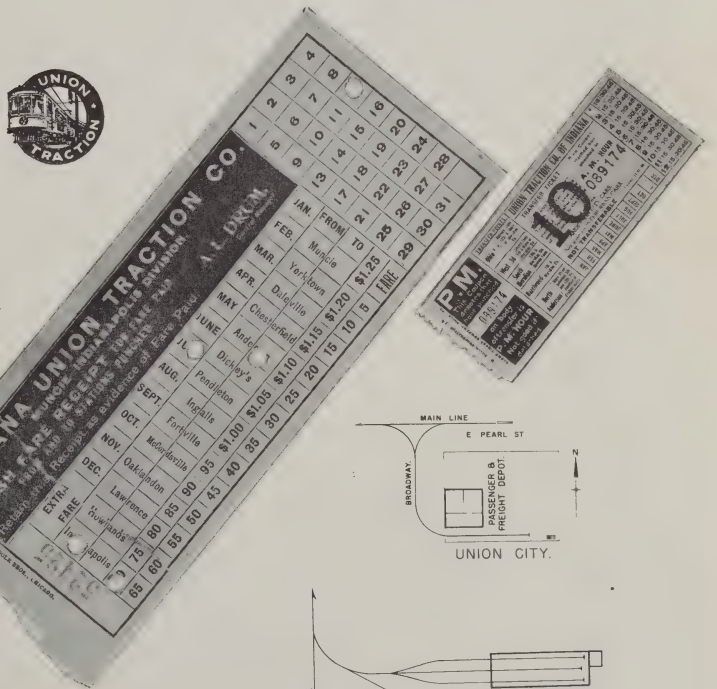


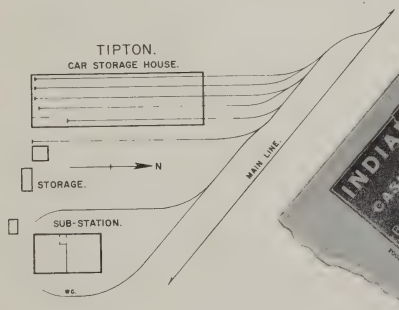




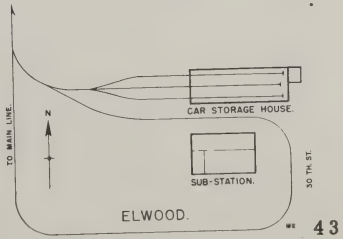








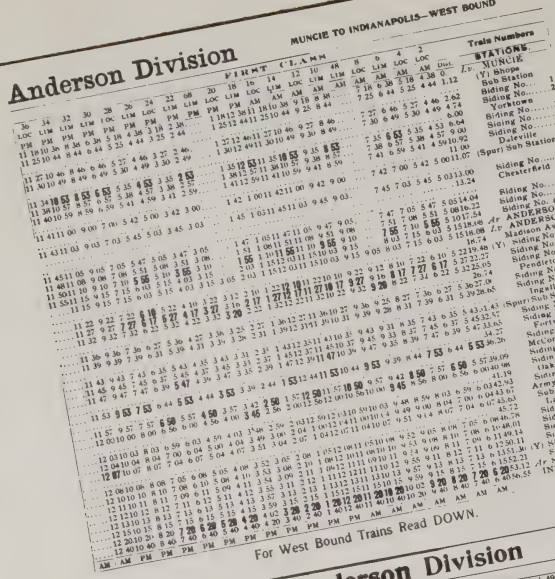




A group of track diagram details. Data: SDM. Drawings: MAZ. Transfers: RDG, EPB.

Anderson Division

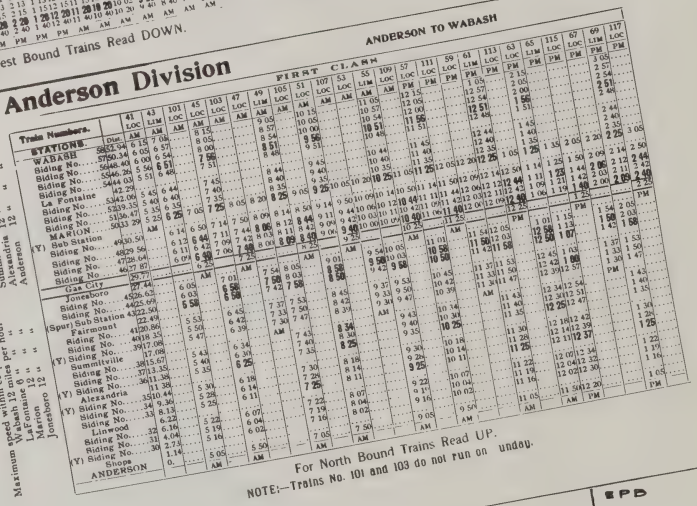
MUNCIE TO INDIANAPOLIS—WEST BOUND



For West Bound Trains Read DOWN.

Anderson Division

ANDERSON TO WABASH



For North Bound Trains Read UP.

NOTE:—Trains No. 101 and 103 do not run on Sunday.

Maximum speed within corporate limits of: Fairmount 15 miles per hour
Gas City 12 " " "
Summitville 12 " " "
Alexandria 12 " " "
Elwood 12 " " "
LaFontaine 12 " " "
Marion 12 " " "
Jonesboro 12 " " "

Selected pages from Ope
Issued by INDIANA U
To take effect Sunda
Central St

EPD

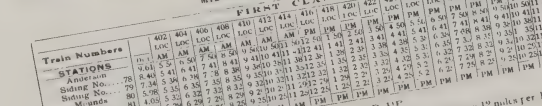
ANDERSON DIVISION

ANDERSON TO MIDDLETOWN.



For East Bound Trains READ DOWN

MIDDLETOWN TO ANDERSON.



For West Bound Trains READ UP

Maximum speed within corporate limits of: Anderson 12 miles per hour, Middletown 12 miles per hour.

ing Timetable Number 18
N TRACTION COMPANY
ay 31st, 1908, 4:00 AM
rd Time

from J F C

Tipton Division

INDIANAPOLIS TO LOGANSPORT.

FIRST CLASS

Train Numbers		301	303	305	307	311	313	315	317	321	325	329	331	333	337	339	341	343	347	351	353	355	361
STATIONS	Dist.	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LIM	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LIM	LOC	LOC
LOGANSPORT	79.76	6 30				9 50				1 30		3 10											
Siding No. 13	77.67	6 40		7 50	9 10	9 40				1 40	2 57	3 20											
Siding No. 13	74.99	6 50		7 40	8 57	9 30				1 50	3 07	3 30											
Siding No. 13	73.19	6 31		7 36	8 52	9 40				1 31	3 10	3 10											
Walton	70.25	6 27		7 33	8 44	9 33				1 40	3 07	3 07											
Siding No. 13	69.98	6 22		7 30	8 40	9 30				1 44	3 02	3 02											
Lincoln	66.27			7 25	8 35	9 25				1 39	2 57	2 57											
Siding No. 13	13264.27	6 17				9 20				1 34	2 52	2 52											
Galveston	13164.44	6 14		7 20	8 30	9 15				1 30	2 48	2 48											
Siding No. 13	62.06			7 17	8 31	9 20				1 31	2 45	2 45											
Siding No. 13	13061.66	6 09				9 11				1 24	2 41	2 41											
Siding No. 13	12959.76	6 04		7 10	8 26	9 06				1 20	2 36	2 36											
Siding No. 13	12857.77	6 03		7 11	8 23	9 14				1 11	2 33	2 33											
(Y) Kokomo	12757.77	6 03		7 08	8 20	9 11				1 08	2 30	2 30											
Siding No. 13	12654.07	6 00		7 05	8 13	9 06				1 01	2 24	2 24											
Siding No. 13	12552.07	5 54		6 57	8 03	9 00				12 55	2 18	2 18											
Fairfield	50.99	5 40		6 56	8 02	8 52				12 54	2 17	2 17											
Siding No. 13	12450.99			6 54	8 00	8 52				12 52	2 15	2 15											
Sharpsville	12349.29	5 34		6 48	7 54	8 47				12 47	2 10	2 10											
Siding No. 13	48.02																						
Jackson	12246.35	5 30		6 44	7 50	8 44				12 43	2 06	2 06											
Siding No. 13	44.49																						
Siding No. 13	12143.83	5 25		6 39	7 45	8 39				12 38	2 01	2 01											
Tipton	12041.71	5 20		6 36	7 35	8 35				12 34	1 57	1 57											
Shops (Tipton)	6940.51	5 15		6 30	7 32	8 32				12 31	1 54	1 54											
Siding No. 13				6 25	7 25	8 25				12 25	1 48	1 48											
Siding No. 13	115.95	5 04																					
Siding No. 13	117.07			6 24	7 24	8 24				12 24	1 47	1 47											
Atlanta	116.35			6 21	7 19	8 20				12 20	1 43	1 43											
Siding No. 13	115.16			6 17	7 13	8 17				12 17	1 40	1 40											
Siding No. 13	114.05																						
Arcadia	112.74			6 14	7 09	8 14				12 14	1 37	1 37											
Siding No. 13	111.47																						
Cicero	29.75			6 09	7 03	8 09				12 09	1 32	1 32											
Siding No. 13	28.95																						
(Y) Sash Station	11226.85			6 06	6 58	8 04				12 04	1 27	1 27											
Siding No. 13	110.24			6 01	6 52	8 00				11 59	1 22	1 22											
Noblesville	110.23			5 57	6 47	7 55				11 55	1 18	1 18											
Siding No. 13	23.74			5 56	6 45	7 54				11 54	1 17	1 17											
Siding No. 13	109.21																						
Grays	107.18.00			5 48	6 36	7 48				11 48	1 11	1 11											
Carmel	17.23			5 46	6 32	7 45				11 45	1 08	1 08											
Siding No. 13	15.22																						
Siding No. 13	105.15.03																						
Siding No. 13	104.13.27			5 40	6 27	7 40				11 40	1 03	1 03											
Siding No. 103	9.78			5 36	6 22	7 36				11 36	0 59	0 59											
Siding No. 101	7.61			5 32	6 18	7 32				11 32	0 55	0 55											
Broad Ripple	7.40			5 29	6 14	7 29				11 29	0 52	0 52											
Siding No. 27	3.43																						
INDIANAPOLIS	0.			5 00	5 45	7 00		7 45		9 00	9 45	11 45	12 00	1 00	1 30	3 00		1 45	5 00	5 45	7 00		9 00	11 30
		AM	AM	AM	AM	AM	AM	AM	M	AM	AM	AM	M	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Maximum speed within corporate limits of: Carmel 8 miles per hour, Noblesville 12 miles per hour, Cicero 12 miles per hour, Arcadia 12 miles per hour, Atlanta 12 miles per hour, Tipton 12 miles per hour, Kokomo 12 miles per hour, Logansport 12 miles per hour. Screen headlights in Kokomo, Indianapolis and Logansport.

For North Bound Trains—Read UP.

NOTE—Train 329 will pass train 820 at siding 112

TIPTON DIVISION

TIPTON TO ALEXANDRIA

FIRST CLASS

Train Numbers		233	231	229	227	225	223	221	219	217	215	213	211	209	207	205	203	201
STATIONS	Dist.	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC
Ar. TIPTON		PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM
Siding	69.20	10 27	8 50	7 30	6 27	3 30	4 27	3 30	2 27	1 30	12 27	11 30	10 27	9 30	8 27	7 30	6 27	4 27
Siding	68.18.14	10 33	8 56	7 36	6 33	3 36	4 33	3 36	2 33	1 36	12 33	11 36	10 33	9 36	8 33	7 36	6 33	4 33
Siding	67.16.02	10 37	9 00	7 40	6 37	3 40	4 37	3 40	2 37	1 40	12 37	11 40	10 37	9 40	8 37	7 40	6 37	4 37
Hobba	15.07	10 40	9 03	7 45	6 40	3 45	4 40	3 45	2 40	1 45	12 40	11 45	10 40	9 45	8 40	7 45	6 40	4 40
Siding	66.13.92	10 45	9 07	7 50	6 45	3 50	4 45	3 50	2 45	1 50	12 45	11 50	10 45	9 50	8 45	7 50	6 45	4 45
Siding	65.11.76	10 48	9 10	7 55	6 48	3 53	4 48	3 53	2 48	1 53	12 48	11 53	10 48	9 53	8 48	7 53	6 48	4 48
Elwood	64.	10 55	9 13	8 00	6 55	3 58	4 55	3 58	2 55	1 58	12 55	11 58	10 55	9 58	8 55	8 00	6 55	4 55
Siding	64.	10 58	9 18	8 04	6 58	4 03	4 58	4 03	3 00	2 03	1 02	12 03	11 00	10 03	9 00	8 05	6 58	4 58
Siding	62.	11 02	9 22	8 09	7 02	4 08	5 02	4 08	3 05	2 08	1 07	12 08	11 05	10 08	9 05	8 09	7 02	5 02
Siding	61.	11 04	9 24	8 13	7 04	4 13	5 04	4 13	3 07	2 13	1 09	12 13	11 07	10 13	9 07	8 13	7 04	5 04
Siding	60.	11 08	9 28	8 17	7 08	4 17	5 08	4 17	3 11	2 17	1 13	12 17	11 11	10 17	9 11	8 17	7 08	5 08
Siding	59.	11 15	9 35	8 25	7 15	4 25	5 15	4 25	3 18	2 25	1 20	12 25	11 18	10 25	9 18	8 25	7 15	5 15
Siding	58.18.00	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM

For East Bound Trains Read DOWN.

Maximum speed within corporate limits of: Tipton 12 miles per hour, Elwood 12 miles per hour, Alexandria 12 miles per hour.

For West Bound Trains Read UP.

ALEXANDRIA TO TIPTON

FIRST CLASS

Train Numbers		200	202	204	206	208	210	212	214	216	218	220	222	224	226	228	230	232	234
STATIONS	Dist.	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC
Ar. TIPTON	0.																		
Siding	69.20.00	9 25	7 24	8 25	9 24	10 25	11 24	12 25	1 24	2 25	3 24	4 25	5 24	6 25	7 24	8 25	9 24	10 25	11 24
Siding	68.18.14	9 29	7 28	8 29	9 28	10 29	11 28	12 29	1 28	2 29	3 28	4 29	5 28	6 29	7 28	8 29	9 28	10 29	11 28
Siding	67.16.02	9 32	7 31	8 32	9 31	10 32	11 31	12 32	1 31	2 32	3 31	4 32	5 31	6 32	7 31	8 32	9 31	10 32	11 31
Hobba	15.07	9 35	7 34	8 35	9 34	10 35	11 34	12 35	1 34	2 35	3 34	4 35	5 34	6 35	7 34	8 35	9 34	10 35	11 34
Siding	66.13.92	9 40	7 39	8 40	9 39	10 40	11 39	12 40	1 39	2 40	3 39	4 40	5 39	6 40	7 39	8 40	9 39	10 40	11 39
Siding	65.11.76	9 43	7 42	8 43	9 42	10 43	11 42	12 43	1 42	2 43	3 42	4 43	5 42	6 43	7 42	8 43	9 42	10 43	11 42
Elwood	64.	9 48	7 47	8 48	9 47	10 48	11 47	12 48	1 47	2 48	3 47	4 48	5 47	6 48	7 47	8 48	9 47	10 48	11 47
Siding	64.	9 49	7 48	8 49	9 48	10 49	11 48	12 49	1 48	2 49	3 48	4 49	5 48	6 49	7 48	8 49	9 48	10 49	11 48
Sub Station	63.	9 52	7 51	8 52	9 51	10 52	11 51	12 52	1 51	2 52	3 51	4 52	5 51	6 52	7 51	8 52	9 51	10 52	11 51
Siding	62.	9 56	7 55	8 56	9 55	10 56	11 55	12 56	1 55	2 56	3 55	4 56	5 55	6 56	7 55	8 56	9 55	10 56	11 55
Orestes	61.	9 59	7 58	8 59	9 58	10 59	11 58	12 59	1 58	2 59	3 58	4 59	5 58	6 59	7 58	8 59	9 58	10 59	11 58
Siding	60.	10 04	8 03	9 04	10 03	11 04	12 03	1 04	2 03	3 04	4 03	5 04	6 03	7 03	8 03	9 04	10 03	11 04	12 03
Sub Station	0.15																		
(Y) Y.P. ALEXANDRIA	36. 0.	10 06	5 35	6 30	7 35	8 30	9 35	10 30	11 35	12 30	1 35	2 30	3 35	4 30	5 35	6 30	7 35	8 30	9 35
		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

For West Bound Trains Read UP.

KOKOMO TO PERU.

FIRST CLASS

Train Numbers		303	309	311	315	319	327	329	335	337	345	349	351	359	361
STATIONS	Dist.	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC
PERU		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Siding No. 210	19.19.	6 25		9 35	10 35	11 32	12 32	2 17	3 35	5 35	7 35	9 35	11 30	1 50	
Siding No. 209	17.90	6 52		9 39	10 39	11 36	12 36	2 21	3 39	5 39	7 39	9 39	11 34	2 00	
Siding No. 208	16.36	6 56		9 43	10 43	11 40	12 40	2 25	3 43	5 43	7 43	9 43	11 38	2 04	
Siding No. 207	13.62	6 46		9 30	10 49	11 46	12 46	2 31	3 49	5 49	7 49	9 49	11 44	2 10	
Bunker Hill	11.89			9 55	10 55	11 52	12 52	2 37	3 55	5 55	7 55	9 55	11 50	2 16	
Siding No. 206	11.71	6 47	7 23	9 56	10 56	11 53	12 53	2 38	3 56	5 56	7 56	9 56	11 51	2 17	
Siding No. 205	10.38	6 34	7 20	9 53	10 53	11 50	12 50	2 35	3 53	5 53	7 53	9 53	11 48	2 14	
Miami	8.76			9 50	10 50	11 47	12 47	2 32	3 50	5 50	7 50	9 50	11 45	2 11	
Siding No. 204	7.76	6 35	7 16	9 46	10 46	11 43	12 43	2 28	3 46	5 46	7 46	9 46	11 41	2 07	
Bennett's	6.65			9 40	10 40	11 37	12 37	2 22	3 40	5 40	7 40	9 40	11 35	2 01	
Siding No. 203	6.15	6 30	7 14	9 38	10 38	11 35	12 35	2 20	3 38	5 38	7 38	9 38	11 33	1 59	
Caseville	6.10			9 37	10 37	11 34	12 34	2 19	3 37	5 37	7 37	9 37	11 32	1 58	
Siding No. 202	4.07	6 26	7 11	9 33	10 33	11 30	12 30	2 15	3 33	5 33	7 33	9 33	11 28	1 54	
Siding No. 200	1.80	6 22	7 07	9 29	10 29	11 26	12 26	2 11	3 29	5 29	7 29	9 29	11 24	1 50	
KOKOMO (Y) 122	.0	6 15	7 00	9 22	10 22	11 19	12 19	2 04	3 22	5 22	7 22	9 22	11 17	1 43	
		AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM

For North Bound Trains Read UP.

PERU TO KOKOMO.

FIRST CLASS

Train Numbers		362	358	354	350	346	340	336	332	326	324	318	312	310	306
STATIONS	Dist.	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC	LOC
PERU		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Siding No. 210	19.19.	11 45	9 05	8 03	7 00	6 00	4 04	3 50	1 00	12 00	11 00	10 00	9 00	7 00	0
Siding No. 209	17.90	11 48	9 08	8 03	7 00	6 00	4 04	3 50	1 00	12 00	11 00	10 00	9 00	7 00	0
Siding No. 208	16.36	11 51	9 09	8 06	7 03	6 03	4 03	3 53	1 03	12 03	11 03	10 03	9 03	7 03	1.29
Siding No. 207	13.62	11 55	9 13	8 10	7 07	6 06	4 06	3 56	1 06	12 06	11 06	10 06	9 06	7 06	2.81
Bunker Hill	11.89														
Siding No. 206	11.71	6 47	7 23	9 56	10 53	11 50	12 50	2 35	3 53	5 53	7 53	9 53	11 48	2 14	10.33
Siding No. 205	10.38	6 34	7 20	9 53	10 50	11 47	12 47	2 32	3 50	5 50	7 50	9 50	11 45	2 11	11.43
Miami	8.76														12.74
Siding No. 204	7.76	6 35	7 16	9 46	10 43	11 40	12 40	2 25	3 43	5 43	7 43	9 43	11 38	2 04	13.04
Bennett's	6.65														13.09
Siding No. 203	6.15	6 30	7 14	9 40	10 37	11 34	12 34	2 19	3 37	5 37	7 37	9 37	11 32	1 58	13.12
Caseville	6.10														13.17
Siding No. 202	4.07	6 26	7 11	9 33	10 30	11 27	12 27	2 12	3 30	5 30	7 30	9 30	11 25	1 51	13.39
Siding No. 200	1.80	6 22	7 07	9 29	10 26	11 23	12 23	2 08	3 26	5 26	7 26	9 26	11 21	1 47	
KOKOMO (Y) 122	.0	6 15	7 00	9 22	10 19	11 16	12 16	2 01	3 19	5 19	7 19	9 19	11 14	1 40	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

For South Bound Trains Read DOWN.

Maximum speed within corporate limits of: Peru 12 miles per hour. Kokomo 12 miles per hour. Screen headlight in Kokomo.

SIGNALS.

Two sets of signals shall be used; One to indicate DANGER, the other to indicate CAUTION. The signal shall, in every case, be displayed 1,000 feet (10 poles) on either side of the point at which the workmen are engaged.

Rule No. 1. A red flag by day, and a red and white light, together, or either one alone, placed between the rails, at night, will indicate DANGER and all trains must be brought to a complete stop, when those signals are displayed. A train brought to a stop by those signals will not proceed until the signals have been removed by some authorized person.

Rule No. 2. A red flag, by day, and a red and white light, or either one alone by night, placed at the right side of the track, will indicate CAUTION, and whenever those signals are displayed all trains must immediately be brought under perfect control and proceed cautiously, expecting to be stopped at any time, until they have passed a similar signal.

Use of Torpedoes and Green and Red Fuses.

a. At night and during stormy and foggy weather Conductors will use red and green fusses as a warning signal to following trains. When stopped by accident Conductors and Motormen must protect their trains against following trains or against trains from opposite direction, as circumstances may require, using red flag by day and red light by night in addition to fuseses.

b. A train finding a red fusee burning on the track must come to an immediate stop and not proceed until the fusee has burned out.

c. In case of an accident on a steam road crossing the Conductor and Motorman must both attend to protecting their car, by one going in each direction at least three quarters of a mile on the steam railroad tracks and placing two torpedoes, one on each rail immediately opposite each other. Any responsible employee may take the place of the motorman in flagging in order that he may be able to get his car off the crossing. When car is clear of crossing the flagmen may be recalled by four long blasts of the whistle, but flagmen must remain at their posts and signal any approaching train to stop until recalled by the whistle signal, using a red flag by day and red fuses by night in addition to their lanterns..

d. Conductors and Motormen whose duties may require them to use torpedoes and fusees, must have a supply at hand and keep them at all times ready for immediate use.

BLOCK SIGNALS.

At some of the Sub-stations and at sidings on the Anderson-Wabash Division, Block Signals are located, by the use of which none of the former rules relative to the running of trains are to be abandoned, as these are an additional device which permits the Dispatcher to notify you that he has orders for you.

The signals at the Sub-stations will be operated by the man in charge at that station, while the Telegraph-Semaphore Signal will be used as it flows:

1. **Signal**—When the arm of the signal is in a horizontal position, or when a red light is displayed, STOP is indicated, and a signal must not be passed when in this position, unless you get an order from the Dispatcher to do so.

2. **Out of order**—When the signal is in working order, at night, either a white light (indicating "CLEAR TRACK"), or a red light (indicating "STOP") will be be shown. The absence of a white or red light at night must be regarded as a "STOP" signal, and the same must be reported immediately to the Dispatcher.

3. **Normal Position of Signal**—All signals will be kept normally at an angle of 60 degrees or more below the horizontal position, and a white light will be displayed indicating "CLEAR TRACK"), except when the Dispatcher wishes to stop an approaching train, when the signal will show arm at a horizontal position and a red light will also be displayed.

4. **Re-setting Signal**—After receiving an order from the Dispatcher to re-set the signal, the Motorman receiving such orders will open the small box near the bottom of the supporting pole and first push the small ball (which is on a perpendicular rod on the right hand side of the machine) up, gently, as far as it will go; then put the trip-lever firmly in position, after which pull down on the cord attached to signal-arm, and fasten it in the hook on trip-lever.
The signal cannot be re-set until after the small ball on the perpendicular rod on the right hand side of the machine has been pushed up as far as it will go.

5. **Trains blocked by signals**—ABSOLUTELY NO EXCUSE WILL BE ACCEPTED for a Motorman who runs his train past a "STOP" signal, without first calling the Dispatcher.
Trains may leave a signal set at "STOP" position after receiving an order from the Dispatcher to do so.
If unable to get dispatcher, for any reason, train may leave a signal set at "STOP" position, after waiting ten minutes, proceeding carefully and protecting train by flagging to next reportion box.

UNION TRACTION CO. of INDIANA

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	TRUCK CENTERS	REMARKS
CITY CARS												
9, 10	St. Louis	'00	Peckham-11	W-92	W-K10	31,000	26	33'-6"	7'-7"	12'-0"	7'-0"	Acq'd. '06, One man '15. ST City
11	Pullman		"	"	"	23,000	24	34'-4"	8'-3"	11'-6"		" '18, " "
13	Edison Battery Co.		"	"	"	21,400	22	30'-0"	8'-4"	10'-10"	7'-0"	" '18. Was Carolina Tr. Co. STC
16	"		Barney & Smith "G"	"	"	23,400	22	30'-2"	8'-6"	11'-4"		" '18. " " " " Became Marion Rys. 116 "
17	"		"	"	"	"	32	30'-0"	8'-2"	10'-10"		Acq'd. '18. Was Carolina Tr. Co. Became Advertising Car 1930. "
18	"		"	"	"		32	"	"	"		Acq'd. '18. Was "The Pennsylvania Co." "
19-22	Barney & Smith		" or Peckham-11	"	"	21,600	24	"	7'-8"	11'-6"	7'-0"	Acq'd. '00, "
23-29	St. Louis		" or Curtis	"	"	"	26	32'-9"	"	11'-8"	7'-6"	"
30	Cincinnati		Cincinnati	W-505X	"		24	26'-11"	8'-3"	10'-2"	8'-0"	Acq'd. '18. Was Washington-Maryland Co. "
31	Barney & Smith		Peckham-11	W-92	"		26	31'-0"	8'-0"	11'-2"	7'-0"	"
32-35	St. Louis		"	"	"	21,600	26	32'-9"	7'-8"	11'-8"	"	Acq'd. '00, "
39	Barney & Smith		Curtis	"		30,000	26	30'-0"	7'-8"	11'-6"	7'-6"	" '01, "
40-47	St. Louis		Barney & Smith "G"	"	W-K10	23,400	26	32'-7"	"	11'-8"	7'-0"	" " 40 had Peckham #11 Truck. "
49-60	"	'22	St. Louis7	W508A	W-K63	16,000	32	28'-1"	7'-9"	10'-0"	8'-0"	Birney Safety Car "
61,62	J.M. Jones & Son	'98	61-Stephnsn 62-St.Louis	Trail	None		22	26'-7" 25'-8"	7'-9" 7'-6"	9'-6"	6'-0" 6'-6"	"
64	Stephenson	"	Stephenson	"	"		26	29'-8"	7'-9"	"	8'-0"	"
65	JDC & Co.	"	St. Louis	"	"		22	25'-4"	"	"	6'-6"	"
61-75	St. Louis	'23	" -7	W508A	W-K63BR	16,000	32	28'-1"	"	10'-0"	8'-0"	Birney Safety Car "
76-79	American	'24	St.Louis113 (Pressed)	GE258A	GE-K10	"	34	27'-0"	8'-10"	10'-0"	8'-8"	" Acqd from Aberdeen, S.D. "
80-82	St. Louis	'22	St.Louis -7	"	"	"	34	27'-6"	9'-2"	"	"	" " " " " "
83	American	"	" -113	"	"	"	34	27'-0"	8'-10"	"	"	" " " " " "
84-89	St. Louis	'21	" -7	W508A	W-K63BR	"	34	28'-0"	8'-3"	9'-10"	8'-0"	" " " City of Detroit "
100	"		"	Trail	None	12,000		32'-3"	9'-2"	11'-10"		Acq'd '00, Made flat car '22. Open "
101	"		Dummy	"	"		40	30'-8"	8'-6"	"		" before '24 " "
102-109	"		"			12,000	40	"	"	"		" " " " "
110-111	Pullman		"				45	32'-3"	8'-0"			" '00 " "
112-113	Barney & Smith		"				45	32'-0"	"			" " " "
115	Pullman		"				45	32'-3"	"			" " " "
116-117	Barney & Smith		"				45	32'-0"	"			" " " "
119-134	Cincinnati		" '24 Peck-11	'24 W82	'24 K10		45	31'-4"	"			" '03 " "
143	Barney & Smith		"				45	28'-2"	"	10'-4"	8'-0"	" '05 " "
154	Cincinnati		"				65	44'-10"	9'-1"	12'-0"		" '03, Double Truck Open Car
155-157	"	'03	Brill 27F	W-92	GE-K11	28,000	65	42'-0"	9'-3"	"	19'-3"	"
160	"	'04	Peckham14B	W-56	GE-K10	27,000	60	39'-10"	8'-9"	11'-8"	19'-2"	"
163	"		St. Louis	Trail	None		60	"	"	"		Acq'd '04 "
164-167	"		Dummy	"	"		55	37'-6"	8'-1"			" " "
168,169, 171	"		"	"	"		65	42'-0"	8'-6"			" '06, "
170	"		Brill 27E	"	"		70	44'-1"	9'-3"			" " "
172-178	"	'04	Various	Mostly W-56	GE-K10 GE-K11		65	42'-0"	8'-6"	11'-6"	22'-0"	" " "
179,180	"		Dummy				65	"	"			" " "
183-185	Jewett	'10	Taylor-MCB	GE-57	K10	28,000	60	40'-2"	9'-0"	11'-6"	18'-4"	" '11 from Winona Int. Ry.
194-197 199	Kuhlman		Brill 27F	W-93	W-K10	32,720	36	44'-0"	8'-1"	12'-0"	16'-6"	Double truck closed " '16 or '19 from Cleveland Ry.
200	Laconia		Peckham-14B	W-56	W-K11	28,000	36	36'-0"	8'-7"	12'-9"	13'-0"	" '19 Double truck closed
201-203	St. Louis	'00	"	"	K10	34,000	38	41'-8"	7'-11"	12'-10"	"	"
205-206			Brill 27F	W-93	"	33,000	36	43'-3"	"	12'-3"	18'-9"	Acq'd. '09 "
207-212 213	Cincinnati	'13	"	"	"	34,000	48	47'-6"	9'-2"	11'-7"	22'-6"	"
215,216	Brill	'13	"	W-56	GE-K10	32,500	40	40'-9"	8'-10"	12'-9"	16'-0"	" Acq'd. '15 from Philadelphia
218	Cincinnati	'06	"	W-93	W-K10	"	42	48'-7"	8'-2"		19'-3"	Double truck closed. Rebuilt from open car 162, '15.
219			Peckham-14B	"	K11	"	38	43'-1"	7'-4"	11'-10"	16'-0"	Acq'd. '15; was Buffalo #111 DT Clsd
220			"	W-56	GE-K10		34	44'-6"	7'-8"	11'-7"	18'-0"	" " " 132 " "
221			"	"	"		38	43'-8"	8'-0"	12'-3"	16'-0"	" " 150 " "
222	Cincinnati	'04	#1 " #2 Brill 27	"	"	32,500	40	43'-10"	8'-10"	11'-8"	19'-5"	Rebuilt '17 from open car 161. " "
223	"	'04	Peckham-14B	"	"	"	40	44'-10"	7'-11"	11'-7"	19'-2"	" " 159 " "
224	"	'04	Brill-27	"	"	"	40	45'-0"	"	11'-6"	18'-0"	" " 158 " "
502 505	Pullman	'00	Brill	Trail	None		40	About 30'-0"	7'-2"	10'-3"	7'-10"	Single truck open trail car
507	St. Louis	'00	St.Louis	"	"		40	25'-0"	7'-0" 7'-1"	10'-4" 10'-2"	7'-4" 6'-6"	" " " " "
512	Brownell	'98	"	"	"		24	32'-6"	7'-6"	11'-10"	6'-6"	" " closed " " was 60
513	J.M.Jones & Sons	"	Jones	"	"			25'-2"	7'-8"	"	6'-0"	" " " " "
520	Stephenson	'00	Peckham-3R	"	"		40	28'-4"	7'-4"	11'-0"	6'-6"	" " open "
521	"	'02	"	"	"			27'-6"	8'-0"	10'-8"	"	" " " (made flat car '20)
525	Gilbert	'00	Gilbert	"	"		70	36'-8"	8'-0"	10'-10"		Double truck open trail
526	Stephenson	'00	Stephenson	"	"		40	24'-4"	7'-6"	"	7'-10"	Single " " "
529	Pullman	'00	St. Louis	"	"		45		7'-3"	10'-2"	7'-6"	" " " "
530	"	'00	McGuire-Cummings	"	"		45	About 26'-0"	7'-1"	10'-0"	10'-6"	" " " "
531	"		Chicago Truck Co.	"	"		65	36'-8"	8'-0"	10'-10"	23'-5"	Double " " " (Acq'd. 1913)
532	"		Peckham-9A	"	"		65	38'-2"	8'-7"	11'-0"	23'-5"	" " " " "

DATA- JFC TRANSCRIBED - WCJ

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	TRUCK CENTERS	OUT OF SERVICE	REMARKS
INTERURBAN CARS													
225	Jewett	'07	St. Louis #8	GE205	L4	65,700	49	55'-0"	8'-10"	13'-5"	31'-3"	'24	Traded to Ind'pls.& So. Eastern - '29
226	Niles	'03	Brill 27	GE210	2GE-K14	55,000	46	47'-8"	9'-0"	"	20'-6"	'30	Double end - orig. Muncie Hart.& Ft.W.
227	Cincinnati	'17	BLW7322K	GE88B	GE-K35	"	50	50'-0"	8'-4"	11'-2"	24'-6"	'30	Arch roof steel - Purch.2nd hand 1923
229	Stephenson	'02	BLW285	GE205	W-L4	65,000	46	50'-8"	8'-11"	12'-8"	35'-3"	'29	Traded to Ind'pls.& So. Eastern - '29
230	"	'02											Probably like 229 Out of service before '24
231	"	'02	BLW 59	W85	GE-K34D	65,000	46	58'-8"	8'-11"	12'-8"	34'-8"	'29	
234	"	'02	Peckham 26	GE57	GE-K14	55,000	46	46'-3"	"	12'-9"	20'-6"	'29	
235	"	'02	BLW 59	GE57 -	GE-K14 -	55,000 33,750	46	"	"	"	"	'31	Motor) Used as trail from '26. Reblt. Trail) to exp. after Sharpsvil wreck.
237	Wason	about '07	Peckham 26	GE57	GE-K34D	60,000	44	56'-11'	9'-3"	13'-5"	30'-10"	'30	Was originally #222
241	Niles	'03	BLW 58	W-93A	"	65,000	49	53'-0"	"	"	34'-8"	"	" " #224
246	St. Louis	'00	"	Bullock R-75	W-HL	80,000	58	64'-6"	9'-1"	13'-10"	37'-5"	"	
249	"	'00	"	W-333	"							'24	Practically destroyed in Indpls-New-castle Div. wreck 6/24 & never rep
250	"	'00	"	GE205	"	80,000	54	63'-6"	9'-1"	13'-10"	37'-1"	'26	Damaged badly in Summitville derailment 8/1926 & never repaired.
251	"	'00	BLW 821	W-333	"	"	54	"	"	"	37'-6"	'32	
253	"	'00	BLW 285	GE205	"	75,000		63'-0"	9'-0"	12'-8"	"	'29	Converted to tool car April 1920 from arch roof wood pass. Pulled 1150 trail.
258	"	'00	BLW 8430AA	W-333	"	80,000	54	63'-2"	"	13'-5"	37'-10"	'26	
260	"	'00				70,000	54	55'-2"	8'-11"	13'-8"		'24	
261	Cincinnati	'15	BLW 285	W-112	GE-K34D	65,000	56	54'-8"	9'-0"	13'-4"	30'-6"	'29	Record shows "Purchased from Spfld.(O) & Western, 1921". "Was S&W 121"
262	St. Louis	'00	BLW 59	W-333	W-HL	80,000	54	64'-0"	8'-11"	13'-8"	37'-10"	'29	
264	"	'00				70,000	56	55'-7"	8'-11"	"		'24	
265	Cincinnati	'03	BLW 821	W-333	W-HL	80,000	58	60'-10"	9'-2"	13'-9"	38'-0"	'32	
266	"	'03	"	"	"	"	50	62'-9"	9'-0"	13'-8"	36'-9"	'32	Name "Yorktown"
267	"	'03	"	W-303	"	"							Out of service before '24. Name "McCordsville".
268	"	'03	BLW 673	W-303	"	"	56	62'-9"	9'-0"	13'-8"	37'-0"	'32	Name "Wabash". Later "Jonesboro"
269	Co. Shop	'10	BLW 285	GE205	"	"	56	"	"	"	"	"	Original 269 destroyed by fire Tipton Shop in 1907.-
270	Cincinnati	'03	Std C 80	W-303	"	"	56	63'-0"	"	"	38'-0"	"	
272	"	'03	BLW 285	"	"	"	56	60'-10"	9'-2"	13'-9"	"	"	
273	"	'03	Std C 80	"	"	"	50	60'-3"	"	13'-10"	35'-0"	"	Name "Ingalls", Ex. "Peru".
274	Co. Shop	'11	BLW 285	"	"	81,800	56	63'-0"	9'-0"	13'-8"	37'-0"	"	Orig. 274 destroyed by fire Tipton '07 This replacement had name "Muncie"
275	Cincinnati	'03	BLW 59	W-333	"	80,000	56	62'-9"	"	"	37"-7"	"	Destroyed by fire 4/11/32 at Stop 57 on Muncie-Newcastle line.
276	"	'03	"	"	"	"	56	"	"	"			Name "Montpelier" Out of service before '24.
277	"	'03	BLW 821	"	"	"	56	"	"	"	37'-0"	'32	Name "Noblesville"
278	"	'03	Std C 80	W-303	"	"	46	66'-1"	9'-5"	13'-5"	38'-4"	'32	
279	Niles	'12	BLW 576	W-333	"	"	46	"	"	"	37'-5"	'27	Original 279 destroyed by fire at Tipton Shop in 1907.
281	Cincinnati	'03	BLW 821	"	"	"	54	60'-9"	9'-2"	13'-8"	37'-0"	'32	Name "Fortville"
282	"	'03	Std C 80	W-303	"	"	56	"	"	"	"	"	Name "Marion"
283	"	'03	"	"	"	"	56	62'-9"	9'-0"	"	37'-6"	'31	
284	"	'03	BLW 576	"	"	"	56	63'-0"	"	"	38'-0"	'32	Displayed at St. Louis World's Fair, 1904.
285	Stephenson			GE-73	L-4	75,000							Out of service before 1924.
286			BLW	W-333	W-HL	80,000							Destroyed in Alfont wreck Feb.2, 1924
287				GE-73	L-4	70,000							Out of service before 1924.
289	Stephenson	'05	BLW-59	GE-87	L-4	75,000	56	55'-10"	9'-0"	13'-1"	31'-0"	'30	
290	Co. Shop	'11	"	"	W-HL	80,000	46	63'-0"	"	13'-8"	36'-6"	'34	Had experimental roller bearings 1918 Name "Union City"
296	Cincinnati	'07	"	"	"	83,000	56	63'-6"	8'-11"	13'-2"	36'-10"	'28	Name "Bluffton" Ex "Muncie" Wrecked in 1928 at Sharpsville.
297	"	'06	"	W-333	"	"	54	"	"	"	37'-0"	'32	Name "Kokomo"
298	"	'06	"										Out of service prior to 1921. Was same as 296 297 orig.. parlor-buffet cars
299	St. Louis	'01	"	W-333	GE-MC6	75,000	16	51'-0"	8'-8"	13"-6"	28'-0"	'30	Name "Martha" business car.
300	Cincinnati	'00	BLW-18	Trail	None	33,760	42	47'-10"	9'-2"	12'-9"		'30	
301	Stephenson	'02	BLW-59	"	"	41,180	46	48'-2"	9'-3"	13'-10"		"	Rebuilt 1916 from motor car 228.
302	Cincinnati	'00	BLW-61	"	"	33,760	46	47'-10"	9'-2"	12'-9"		'29	
303	Stephenson	'02	BLW-59	"	"	41,180	46	48'-11"	9'-2"	12'-10"		'30	
304	Cincinnati	'00	BLW-61	"	"	33,750	24	47'-2"	9'-3"	"		"	Psgr. & Baggage to 1925,then newspaper
305	"	'00	"	"	"	40,000	46	47'-10"	9'-2"	12'-9"		'32	
306	"	'00	"	"	"	"	46	"	"	"		"	Destroyed in Alfont wreck Feb.2, 1924.
307	"	'00	"	"	"	33,760	46	"	"	"		'32	
308	"	'00	"	"	"	"	46	45'-9"	9'-1"	13'-6"		'30	
309	"	'00	"	"	"	"	46	"	"	"		'25	Destroyed by collision Peru Div 6-3-25 with 2-car train (409 UTC - 351 ISC)
311	"	'00	"	"	"	41,180	40	46'-8"	9'-3"	12'-10"		'32	
312	Barney & Smith	'98	BLW-59	"	"	"	40	46'-4"	9'-4"	13'-2"		"	Original 20 series motor cars, made chair car trailers 1911, finally revamped into coach trailers May, '25
314	"	'98	"	"	"	33,760	40	46'-0"	8'-11"	"		"	
Purdue	Jewett		BLW 84-30AA	"	"	52,000	31	58'-0"	9'-4"	12'-8"		'36	Original 16 & 17 Stark Elec. Purch. bodies only, May '23 reblt to parlor buffet trailers 315 & 316 in 1925.
Indiana	"		"	"	"	"	"	58'-0"	"	12'-8"		"	
Butler	Cincinnati	'03	BLW	"	"	49,500	48	56'-1"	9'-0"	13'-8"		'31	Parlor-Buffet 1925, from Psgr Mot.271

Other cars in 1921 roster retired before 1924: -- 236,238,240,247,248,255,256,257,259,263,280.

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	TRUCK CENTERS	OUT OF SERVICE	REMARKS
INTERURBAN CARS CONTINUED													
400	Cincinnati	'13	BLW-84-30AA	W-333	W-HL	85,600	56	61'-1"	8'-9"	12'-7"	38"-4"	'36	(400-409 had STD C 80 orig) "Pendleton" (400-409 had 303 mot.orig)
401	"	"	"	"	"	"	56	"	"	"	"	'28	"Fairmount" wrecked Sharpsvil 10-2-28.
402	"	"	Std C 80P	"	"	"	56	"	"	"	"	'36	"Arcadia"
403	"	"	BLW-84-30AA†	"	"	"	56	"	"	"	"	'36	"Cicero"
404	"	"	BLW-821	"	"	"	56	"	"	"	"	'36	"Atlanta"
405	"	"	BLW-84-30AA	"	"	"	56	"	"	"	"	'36	"Indianapolis"
406	"	"	"	"	"	"	56	"	"	"	"	'36	"Carmel"
407	"	"	Std C 80P	"	"	"	56	"	"	"	"	'36	"Winchester"
408	"	"	"	"	"	"	56	"	"	"	"	'36	"Summitville"
409	"	"	BLW-84-30AA	"	"	"	56	"	"	"	"	'36	"Walton" Destroyed 6-3-25 headon coll with ISC 351 & UTC 309 bet.Len &Castor
410	Jewett	'09	BLW 285	GE-205	"	81,000	54	63'-6"	9'-3"	13'-4"	38'-0"	'32	410-415 originally 300 class acq.'12 with Indpls. New Castle & Toledo Tr.Co
411	"	"	" then	W309 to '26 W333	"	"	54	61'-8"	"	"	"	"	411 & 412 collided headon Muncie '15
412	"	"	" to '26 then C80P	GE205 to '26 then W303	"	"	54	"	"	"	"	'29	& were rebuilt with UTC standard ends
413	"	"	BLW 285	GE-205	"	"	54	63'-6"	"	"	"	'32	
414	"	"	StdC80 to '28 then BLW285	W303 GE205	"	"	54	63'-6"	"	"	"	'29	
415	"	"	BLW 821	W-333	"	"	54	"	"	"	"	'28	
416	"	'10	Taylor to '26 BLW to '30	GE 87 GE210	GE-K14	60,000	46	53'-8"	9'-0"	13'-2"	32'-6"	'30	Orig. Bluffton Geneva & Celina 400 purch. '21 from Mar.&Bluff Tr Reblt 2to3 comp.
417	Cincinnati	'04	BLW 181	W-93	"	55,000	50	52'-5"	8'-10"	13'-6"	30'-0"	'29	Was Muncie & Portland Tr. Co 102
418	"	'04	"	"	"	"	50	"	"	"	"	'29	" 103
419	"	'04	"	"	"	"	50	"	"	"	"	'29	" 104
420	"	'04	"	"	"	"	50	"	"	"	"	'29	"
421	"	'04	"	"	"	"	50	"	"	"	"	'29	" 101
422	Brill	'08	BLW 576	W-303	GE-K34D	75,000	54	60'-0"	9'-5"	12'-3"	35'-8"	'30	Was Kentucky Tr. & Term. Purch'd '22
423	"	"	BLW 59	GE-87A	2-W-K34D	55000	54	54'-8"	"	12'-0"	32'-6"	'32	Was KT&T 111. Purch '22 Dbl-ended '28
424	"	"	Brill 27	GE-210	"	"	54	"	"	"	30'-0"	'31	Was KT&T. Purch'd '22.
425	"	"	BLW 181	W-93	"	"	54	"	"	"	32'-6"	'31	Was KT&T 113. " "
426	"	"	Brill 27	GE-210	"	"	54	"	"	"	32'-6"	'31	" 116. " "
427 to 441 Incl.	St. Louis	'25	Std-C80P	W333VD	W-HL	92,000	60	64'-2"	9'-3"	12'-8"	38'-6"	'40	427 - Ft. Wayne 435 - Muncie Names: 428 - Tipton 436 - Wabash 429 - Noblesville 437 - Marion 430 - Peru 438 - New Castle 431 - Logansport 439 - Bluffton 432 - Kokomo 440 - Alexandria 433 - Walton 441 - 434 - Anderson Hartford City
442	Jewett	'13	BLW 576	W-303	"	86,000	56	58'-7"	8'-11"	12'-6"	34'-6"	'37	Name "Eaton". Purch. 1927 from Grand Rapids Holland & Chi. Ry. #860
443	"	'13	"	"	"	"	56	"	"	"	"	'41	Name "Elwood" " " " Became IR tool car #1150
444	"	'13	"	W333VD	"	"	44	"	"	"	"	'41	Purch. 1927 from GRH&C Ry.
445	"	'13	BLW 821	"	"	"	56	"	"	"	"	'37	Name "Daleville" " "
446-449	Cincinnati	'23	BLW 8430AA	W548C7	"	82900	54	60'-0"	9'-2"	12'-10"	38'-0"	'40	Purch. from Indpls. & SE RR 1929 $4,000 each plus some equipment.
FREIGHT EQUIPMENT							CAP. Ms						
600	Co. Shop	'08	BLW 59	W85	W-L4	58,000	60	53'-6"	9'-1"	12'-9"	34'-0"	Box	
601	Cincinnati	'06	"	W-112B	"	"	60	52'-6"	8'-4"	12'-8"	35'-0"	"	
602	"	'05	Brill 27	GE-210	"	"	60	51'-0"	9'-0"	13'-2"		"	
603	Co. Shop	'16	W-121	"	"	60,000	60	57'-2"	9'-3"	13'-6"	38'-0"	"	
604	"	'11	BLW 112	W-112	"	"	45	44'-6"	9'-0"	12'-9"	33'-0"	"	Destroyed by fire at Bell Siding Nov. 16, '26.
605	Cincinnati	'06	BLW-181	W-85	"	"	60	53'-0"	9'-2"	13'-0"	34'-0"	"	Originally Muncie & Portland Traction
606	Co. Shop	'11	BLW-59	GE-87	"	58,000	60	56'-10"	"	13'-1"		"	
607	Cincinnati	'06	BLW-112	W-93	W-K34D	"	60	53'-1"	9'-1"	13'-5"	29'-2"	"	From car 210.
608	McGuire - Cummings	'08	BLW-536	GE-205B	W-L4	60,000	60	53'-4"	9'-8"	13'-7"	30'-0"	"	
609	Jewett	Acqd '20	Taylor-MCB	GE-87A	K-14	58,000	60	55'-0"	8'-10"	13'-9"	34'-0"	"	
610	Cincinnati	'03	BLW-59	Bullock R-75	W-L4	"	60			12'-8"	36'-6"	"	From car 267, 1922.
611	Co. Shop	'11	"	W-85	"	"	35	46'-0"	9'-0"	13'-1"		"	Destroyed by fire Jan. 14, 1928.
612	St. Louis	'00	"	GE-210C	"	"	60	56'-6"	9'-4"	12'-7"	36'-6"	"	Rebuilt from 263, 1923.
613	Co. Shop	'11	American Loco.	W-112B	GEK34D	60,000	60	45'-0"	9'-1"	13'-0"	27'-9"	"	
614	"	'11	BLW-59	GE-210C	W-L4	58,000	60	52'-9"	9'-4"	13'-1"	34'-11"	"	
615	Jewett	'12	"	W-85	GEK34D	60,000	60					"	
616	"		"	"	"	"	40	52'-7"	9'-5"	12'-6"	34'-2"	"	Destroyed by fire caused by shorted motor lead, Peru Div. Oct. 18, 1924.
617	Co. Shop	'13	"	GE-87	W-L4	65,000	80	56'-0"	9'-3"	"	34'-11"	"	
618	"	'13	"	GE-210	"	"	60	"	9'-0"	"	"	"	
619	Barney & Smith	'00	"	GE-87	2-W-L4		45	54'-8"	9'-2"	12'-5"	33'-0"	stock	From car 240. Acgd. Tipton Div.
620	Interstate Car Co.	'24	Simplex Arch Bar	trail	none	31,200	60	41'-8"	9'-0"	12'-6"	26'-0"	Box	Rebuilt '29 from stock trail #980.
621	Streets Car Co.	'21	MCB Arch Bar	"	"	"	60	45'-10"	9'-7"	13'-5"		"	
622	Cincinnati	'03	"	"	"	"	60	47'-8"	9'-4"	12'-8"	30'-0"	"	Rebuilt '24.
623	St. Louis	'00	"	"	"	"	60	48'-1"	9'-2"	12'-5"		"	" '23 from psgr. motor 259
624	"	'00	"	"	"	"	60	"	"	12'-7"		"	" '22 " " " 248

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	CAPACITY (No.)	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	TRUCK CENTERS		REMARKS
FREIGHT EQUIPMENT CONTINUED													
625	St. Louis	'03	Arch bar	trail	none	28,000	60	38'-11"	9'-4"	10'-10"	24'9"	Box	" '24 from frt trail 947.
626	St. Louis	'00	"	"	"	31,200	60	48'-1"	9'-1"	12'-7"		"	" '22 from psgr motor 255.
627	"	'00	"	"	"	"	60	"	"	"		"	" '22 " " " 257
628	"	'00	"	"	"	"	45	"	"	13'-8"		"	" '22 " " " 247.
629	Barney & Smith	'00	"	"	"	32,000	40			13'-4"		"	
630-635	Co. Shops	'06	"	"	"	32,000	60			13'-6"		"	
636	"	'13	"	"	"	32,000	60			13'-11"		"	
637	St. Louis	'00	"	"	"	32,000	60	48'-1"	9'-1"	12'-7"		"	Rebuilt '22 from Psgr. Motor 256.
638	Barney & Smith	'00	"	"	"	30,000	30			13'-9"		"	" -- " " " 237.
639	"	'00	"	"	"	32,000	30			13'-6"		"	Rebuilt from Frt. motor 607.
640			"	"	"	32,000	30	40'-1"	8'-7"	13'-0"		"	" " " " 608.
641 (II)	Streets	'21	"	"	"	38,000	60	46'-4"	9'-3"	12'-6"	29'-11"	"	Rebuilt from stock trail 956, 1929,
641 (I)	Barney & Smith	'00	"	"	"	32,000	30					"	Rebuilt from 609. Dstryd fire 11-16-26
642	Muncie & Port. Traction Co.		"	"	"	32,000	60					"	Orig. Muncie & Portland 204.
643 (II)			"	"	"	38,000	60	45'-4"	9'-3"	12'-6"	29'-11"	"	Rebuilt from stock trail 961, 1929
643 (I)	M&PTCo.		"	"	"	32,000	30					"	Orig. M&PT 205 dstryd fire Bell Nov26
644	Barney & Smith	'00	"	"	"	32,000	45					"	Orig. 243.
645			"	"	"	32,000	60	40'-5"	9'-8"	13'-8"		"	
659-660							80					Box	
661 (II)	Interstate Car Co.	'24	Simplex Arch Bar			38,000	80	41'-8"	9'-0"	12'-6"		"	Reblt fr stock trail 983,'29
661 (I)	"	'23	Penna Arch Bar			37,500	80	45'-1"	9'-2"	28'-7"		"	Destroyed by fire, Bell Sdg. 11-16-26.
662	"	'24	"									"	
663	"	'23	"			37,500	80	45'-1"	9'-2"	28'-7"		"	
664-678	"	'24	"			37,000	80	45'-10"	9'-1"	28'-2"		"	
679-698	American Car & Foundry	'26	"			42,500	80	49'-8"	9'-2"	30'-0"		"	
700-704	Interstate Car Co.	'24	BLW 59	W303	W-L4	72,000	80	55'-8"	9'-1"	12'-6"	35'-0"	"	701 destroyed at Bell Sdg. 3-15-28
760	Jewett		St. Louis	W-56	2-K14	55,000		48'-3"	9'-1"	13'-1"	31'-3"	Line Car	Rebuilt to line car '17. Bought as psgr 238 from Westinghouse
761	Co. Shop	'05	BLW 59	W-93A	GE-K34	55,000					"	"	
762			St Louis 8	W-56	GE-K14	60,000						"	Out of serv before 1929, Ex-657
763	Barney & Smith	'00	Peckham 26	GE-57	2W-K14	55,000					24'-4"	"	Had Barney & Smith trucks & W56 to'28
764	Stephenson	'02	"	"	"	60,000		37'-6"	9'-6"	11'-7"		"	
765	Co. Shop	'05	"	"	"	50,000						"	Ex 690,Ex 686. Used in Andrsn Tie Yd. at Tipton
766	"	'05	Curtis Single Trk	2W-K10		28,000						"	Used in late years as tool car
767	Barney & Smith	'00	BLW 59	W-85	W-K14	55,000						"	(Ex-685
768	Stephenson	'05	Stephenson	GE-73	2W-K14	75,000		55'-0"	9'-0"	13'-1"	29'-6"	"	Rebuilt from passenger 287 in 1927.
769	"	'05	"	"	"	75,000		56'-4"	9'-1"	13'-2"	32'-6"	"	" " " " 285 "
774	Co. Shop	'05	Peckham 26	GE-57								Work Car	Scrapped '26. Ex 651. Trucks and Motors to 763
775		Acq. '12	BLW 112	"	W-K14	60,000		39'-1"	9'-2"	13'-0"		"	Sold by Ind. RR to W. Ind.Gravel '34.
776	Co. Shop	'23	Peckham 26	"	W-K14	60,000		39'-2"	9'-3"	12'-7"	25'-0"	"	but never accepted. Built for Stillwell Sand & Gvl.
777		Acq. '10	BLW 59	W-85	W-L4	75,000		41'-9"	8'-9"	12'-11"	26'-6"	"	Rebuilt Co. Shops, 1919.
778	Co. Shop	'18	"	W-303	W-L4	80,000		35'-4"	8'-3"	13'-3"	26'-6"	"	
779	"	'08	BLW 112	W-85	"	60,000			"		"	"	
780	"	'08	McGuire Cummings	GE-57	W-K14	50,000						"	
781-2	"	'26	BLW-285	GE-205	W-L4	63,200		45'-0"	8'-0"	12'-5"	21'-0"	"	
783-786	"	'27	BLW-59	W-303	"	"		"	"	"	"	"	783 had W85, 784-5 had GE87 from '29.
787	"	'28	Std-C80P	"	"	100,000		"	8'-6"	13'-0"	27'-0"	"	Built similar to 786. Rebuilt 1929.
800-809	Interstate	'27	Arch Bar	Trail	None	31,500	80	41'-2"	10'-4"			Gondola	
800-822	Western Wheeled Scraper Co.	'00	"	"	"		15	13'-7"	8'-7"			Single truck Side Dump	Exc 806-808,813,815,816,821 Traded to Int Car for Wheel Boring Mill
826-835		'03	"	"	"	30,000	70	37'-2"	10'-4"			Center Dump	Exc 828,831,834 Rodger Ballst
836-841		'09	"	"	"	30,000	60	37'-0"	10'-3"			Side Dump	
847,854		'03	"	"	"	"	70	37'-2"	10'-4"			Center Dump	
856-863	P. Luther Co.	'13	"	"	"	"	60	30'-1"	9'-8"			"	856-858, 860-861 had " Fox Pressed Steel Trucks
864,865		'13	"	"	"	23,600	60	30'-10"	10'-0"			Gondola	
866	Interstate Car	'26	"	"	"	31,980	80	40'-2"	10'-7"			"	This car was a rebuilt one.
867-868		Acq. '13	"	"	"	23,600	60	30'-10"	10'-0"			"	
870-874	Cent. Lo. Car Works	'16	"	"	"	32,000	80	38'-6"	10'-5"			"	
876		Acq. '13	"	"	"	"	80	38'-0"	10'-1"			"	
877-888	Western Wheel Scraper Co.	Acq. '22	"	"	"	28,000		24'-10"	10'-6"			Air Operated Side Dump.	
900-904	Interstate Car Co.	'23	"	"	"	26,800	80	40'-9"	9'-1"			Flat.	Original Builder Unknown.
928,935	Wood & Co.	'03	"	"	"	26,000	40	30'-0"	9'-6"			"	
933	"	'03	"	"	"	31,000						Roadway Supply Car.	

UNION TRACTION COMPANY OF INDIANA Continued

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	CAPACITY (No)	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	TRUCK CENTERS		REMARKS
FREIGHT EQUIPMENT, Continued													
943	Streets	'21	Arch bar	trail	none	34,000	80	45'-6"	9'-3"	12'-6"			Stock
944		'03	"	"	"	34,000	40	41'-1"					"
945			"	"	"		30	38'-4"	9'-5"				"
946	Streets	'21	"	"	"	34,000	80	45'-6"	9'-3"	12'-6"			"
951,954 957	"	'21	"	"	"	"	80	"	"	"			"
948		'13	"	"	"	26,000	50	39'-0"	9'-4"				Flat
949		'13	"	"	"	27,100	50	37'-2"	9'-5"				"
950			"	"	"		30	37'-4"	8'-2"				Gondola. Wrecked on CSB&NI Ry.
952		'13	"	"	"	26,000	50	36'-9"	9'-6"				Flat
953		'13	"	Trail	"	27,100	40	39'-0"	9'-7"				"
954,957	Streets	'21	"	"	"	34,200	80	45'-6"	9'-3"	12'-6"			Stock
955,959 960,962		'12	Arch Bar	Trail	None	26,000	60	37'-4" to 39'-0"	9'-8"				Flat
964	Muncie & Portland Traction	'06	"	"	"	"	60						Stock
965-974		Acq. '19	"	"	"	32,000	80	40'-2"	10'-2"				Gondola
975-979	Haffner Thrall	'22	"	"	"	34,200	60	42'-2"	9'-1"				Stock
980-984	Interstate	'24	"	"	"	31,600	60	41'-8"	9'-0"				"

SERVICE CARS													
1150		'03	Arch Bar	Trail	None	31,000			9'-6"				Wreck trailer - Anderson
1151	Armour	'04	Brill 27	"		32,500		45'-4"	8'-9"	12'-10"			" " Muncie Ex 181 & 217
1152,1153	"	'20	Armour Simplex AB	"	None	32,000		43'-11"	9'-9"	12'-8"			Portable Substation
1154	McGuire Cummings	'16	Barney & Smith	W-56	W-K14	55,000		54'-0"	8'-11"	11'-7"			Snow Sweeper (ex-655)
1155	"	Acq. '28	" (Singl Trk)	2W-112	W-K28	48,000		28'-3"	"	11'-2"			"
1158		Acq. '12	Pressed Stl	None	W-K28	16,000							Weed Burner - Anderson
1159	Thew	'03	Arch Bar	"		60,000							Steam Shovel
1160	Barney & Smith	'00	"	"		45,000							Trail Bunk Car - Anderson
1161	"	'00	St. Louis	"		45,000							" " " "
1162	Kuhlman	Acq. '19	Brill 27	W-56	GE-K10	32,720		44'-0"	8'-1"	12'-0"			Welding car, Ex-Cleveland Ry - 198.
1167	Muncie & Port.	Acq. '06	Arch Bar	Hoist GE-1000		45,000							Hoist Trailer
1175	Co. Shop	'10	"	Driver W-49									Trail Pile Driver
1176	St. Louis	'01	Barney & Smith SglTrk	ZW92	K10	23,400		32'-7"	7'-9"	11'-8"			Service Motor - Marion
Note: Service cars renumbered from numbers 650 to 687 various.													

MARION & BLUFFTON TRACTION

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF		DATE DISPOSED OF	REMARKS Roster data by J. Buckley
150			Taylor	trail				35'-4"	8'-0"				Freight
201-202	Cummings	'25	Cummings62	4GE		36300	40	45'-0"					One man combo.; to ISC
264	Niles	'06	Bald 78-25A	4W		38000		44'-10	8'-4"	12'-6"			Express
278	Cincinnati	'06	Taylor	4W									"
320 ?	"	'06	"	4W	K14	62400	38	45'-0"					Comb. passenger & baggage
325	"	"	"	"	"	"	"	"					" " "
330	"	"	"	"	"	"	"	"					" " "
335	"	"	"	"	"	"	"	"					" " "
340	"	"	"	"	"	"	"	"					" " "
345	"	"	"	"	"	"	"	"					" " "
350	"	'08		4				"					Excursion car wrecked 7/7/12
355	"	'10	Taylor	4W	K14	60000	46	53'-8"	9'-0"	13'-2"			Excursion Car
400 ?	Jewett	'10	"	4GE87	K14	60000	46	53'-8"	9'-0"	13'-2"		'21	Purchased '18; was Bluffton Geneva & Celina #400; sold to Union Tr.(416) Comb. passenger & baggage

(For writeup and photos of Marion & Bluffton, please turn to page 88.)

MARION-KOKOMO-FRANKFORT:

In 1895 the Kokomo & Greentown Street Railway was incorporated. In 1902 the city lines in Kokomo were in operation and the name of the company was changed to Kokomo Marion & Western Traction Company. The Kokomo-Greentown section began service in the fall of 1903 and the line opened to Marion two years later. For a time in 1908, thru service was operated with the connecting Marion Bluffton & Eastern Traction Company, but this was shortly discontinued.

Contracts were let in 1911 for construction from Marion to Frankfort, after several years of financing and maneuvering. The line was opened on September 18, 1912. In December of that year the operating name was changed to Indiana Railways & Light Company, which later became the Northern Indiana Power Company.

The traction line was separated from the utility in the reorganization which accompanied the formation of the Indiana Railroad and became one of the wholly-owned IR lines.

Operation was now changed to an unusual "L" shaped route from Frankfort thru to Anderson, via Marion, a route of operating convenience rather than a "desire line" of travel. Of the 54 pieces of rolling stock acquired with the property, Indiana Railroad saved only locomotive 402, which remained in service as IR 754 until 1939. The city lines in Kokomo were abandoned early in 1932, while the interurban quit that June 30th.





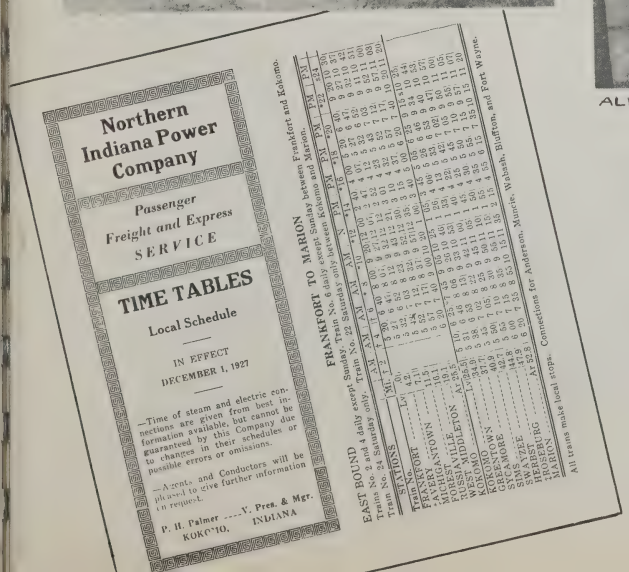






ALL PIX — V-23





Unfortunately best pictures of Northern Indiana Power Company city equipment which came to us were taken after abandonment. Top to bottom: 42, 43, 203 (interurban box motor), 39, 401 sweeper, and 401 interurban trailer.



As did many other midwestern traction lines, Northern Indiana Power's predecessor, Kokomo Marion & Western depended upon the relatively small McGuire-Cummings car plant at Paris, Illinois, to finance and build these interurban cars.

Northern Indiana Power Company

Official Time Table No. 7

Effective Sunday April 11, 1926, at 4:00 A. M. Superseding Time Table No. 6

CENTRAL STANDARD TIME

Read Special Instructions and Rules Carefully. Important Changes have been made.

For the Government and Information of Employes Only

PHIL H. PALMER
Vice-Pres. & Manager

S. R. HUMBERT
Supt. Transportation

Rules Governing Time Table No. 7

The reputation and prosperity of a company depends greatly upon the care and promptness with which its business is conducted and the manner in which its patrons are treated by its employees.

Rules, special orders, bulletins and general instructions issued from time to time are designed for the security of passengers and of property entrusted to the Company for transportation, as well as for the protection of its employees.

Ignorance will not be accepted as an excuse for neglect of duty. If not supplied with the rules, employees must apply for them, and if in doubt as to the meaning of any rule or order they must at once obtain an explanation from the proper source.

In all cases of doubt or uncertainty take the safe course and run no risks.

1. The time of trains as shown herein at the several points along the line is the time at which trains are due to depart and applies to the place from which the figures are corrected—that is, the place where traffic is received or discharged.
2. All trains will register at Marion and Frankfort.
3. All trains will meet as shown on timetable unless otherwise ordered by the dispatcher. Meeting points are shown by FULL FACED type. Trains to be met in small figures above the time.
4. Employees engaged in any way in the movement of trains, or whose duties have a bearing on any train operation, must always have a book of Employees' Rules and Regulations for the Government of Employees, of this Company's issue at every tour of duty, and must be conversant with same. Each conductor and Motormen must examine those in his charge daily before starting on first trip.
5. Bulletin files are provided at Frankfort, Kokomo and Marion. Conductors and Motormen must examine those before starting on first trip.
6. When running on the tracks of other companies, Conductors and Motormen will be governed by the rules and regulations of those companies.
7. Standard clock in the Dispatcher's office at Kokomo—All trainmen will compare their watches with this clock before taking their runs.
8. All trains will report at Marion and Frankfort. If unable to get the dispatcher, the train may proceed on its time table rights, executing all train orders.

All trains starting on their normal trips from Kokomo will report to dispatcher, giving motor number and crew, also any change in crews or motors must be reported at first telephone.

Train Order Signals

9. Semaphore signals used for train orders are located at Swayzee, Greentown, Kokomo, Russiaville and Michigantown. The arms have square ends, and are attached to the same mast for trains in both directions.

Indications of Semaphore Signals

10. When the arm is in a horizontal position, it indicates STOP.
When the arm is in an inclined position it indicates PROCEED.
At night, the indication of signals will, in addition, be shown by colored lights.
RED—STOP.
GREEN—PROCEED.
The absence of either a Red or Green Light indicates STOP.
Conductors and Motormen must converse with each other as to the position of each train order signal before proceeding.
Station Agents must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly.
11. TRAINS STOPPED BY SIGNALS—ABSOLUTELY NO EXCUSE WILL BE ACCEPTED from a Motorman who runs his train past a STOP position after first calling leave a signal set at STOP position after receiving clearance from Dispatcher.
If unable to get Dispatcher train will wait ten (10) minutes, then may proceed with caution.

Signals to be Used by Track and Bridgemen

The following rules and signals must be used and observed by Trackmen, Bridgemen and Trainmen for the protection of all, whenever work is being done upon track or bridge.

Red will indicate DANGER, yellow will indicate CAUTION. The signal which is in every case, be displayed 1,000 ft. (12 blocks) in either side of the point at which the workmen are engaged.

A red flag by day, and a red light by night, placed between the rails, will indicate DANGER and all trains must be brought to a complete stop when those signals are displayed. Such stop must not proceed until the signals have been removed by some authorized person.

A yellow flag by day, and a yellow light by night, placed at either side of track, will indicate CAUTION, and whenever those signals are displayed all trains must immediately be reduced to complete control and prepared to be brought under complete control at any time, until they have passed a similar signal.

Accidents

In case of accidents, call the quickest and best available Physician.

EAST BOUND

Miles	Stations	24	22	20	18	16	14	12	10	8	6	4	2
		pm	pm	pm	pm	pm	Noon	am	am	am	am	am	am
.00	FRANKFORT Y	10 30	9 20	6 40	5 20	4 00	2 40	12 00	9 20	8 00	6 40	5 20	
4.28	Avery	10 37	9 27	6 47	5 27	4 07	2 47	12 07	9 27	8 07	6 47	5 27	
7.16	Michigantown	10 42	9 32	6 52	5 32	4 12	2 52	12 12	9 32	8 12	6 52	5 32	
11.08	Nutter	10 50	9 40	7 02	5 43	4 23	3 00	12 21	9 43	8 22	7 02	5 42	
11.32	Forest	10 51	9 41	7 03	5 43	4 23	3 01	12 21	9 43	8 23	7 03	5 43	
13.60	Neff	10 55	9 45	7 07	5 47	4 27	3 05	12 25	9 47	8 27	7 07	5 47	
16.17	Russiaville Y	10 59	9 52	7 12	5 52	4 32	3 10	12 30	9 52	8 32	7 12	5 52	
19.17	Middleton	11 03	9 57	7 17	5 57	4 37	3 15	12 35	9 57	8 37	7 17	5 57	
21.35	Smith	11 06	10 02	7 22	6 02	4 42	3 20	12 40	10 02	8 42	7 22	6 02	
24.01	Shoals Y	11 10	10 06	7 26	6 06	4 46	3 24	12 44	10 06	8 46	7 26	6 06	
25.57	KOKOMO Y	11 20	10 16	7 40	6 20	5 00	3 40	1 00	10 20	9 00	7 40	6 20	5 10
25.57	KOKOMO		10 25	9 15	6 25	5 05	3 45	1 05	10 25	9 05	7 45	6 25	5 16
27.30	Junction		10 31	9 21	6 31	5 11	3 51	1 11	10 31	9 11	7 51	6 31	5 21
30.47	Blakely		10 36	9 26	6 36	5 16	3 56	1 16	10 36	9 16	7 56	6 36	5 27
34.47	Pit		10 40	9 30	6 42	5 22	4 02	1 22	10 42	9 22	8 02	6 42	5 31
34.96	Greentown		10 44	9 34	6 46	5 26	4 06	1 26	10 46	9 26	8 06	6 46	5 34
37.77	Sycamore		10 53	9 40	6 53	5 33	4 13	1 33	10 53	9 33	8 13	6 53	5 38
39.18	Miller		10 55	9 45	6 57	5 37	4 17	1 37	10 57	9 37	8 17	6 57	5 42
40.99	Sims		10 55	9 45	6 57	5 37	4 17	1 37	10 57	9 37	8 17	6 57	5 42
42.77	Swayzee		10 57	9 47	7 02	5 42	4 22	1 40	11 00	9 40	8 22	7 02	5 45
42.92	Wyo		11 00	9 50	7 05	5 45	4 25	1 45	11 05	9 46	8 26	7 06	5 51
44.85	Herbst		11 01	9 51	7 06	5 46	4 26	1 46	11 06	9 50	8 30	7 10	5 55
45.36	Bab		11 05	9 55	7 10	5 50	4 30	1 50	11 10	9 55	8 34	7 15	6 00
47.96	Roseburg		11 06	9 56	7 11	5 51	4 31	1 51	11 11	9 55	8 35	7 15	6 00
49.90	Belt		11 07	9 57	7 15	5 55	4 35	1 55	11 15	9 55	8 43	7 23	6 08
52.80	MARION Y		11 12	10 04	7 23	6 03	4 43	2 03	11 23	10 03	8 48	7 28	6 13
			11 20	10 16	7 35	6 15	4 55	2 15	11 35	10 15	8 55	7 35	6 20
		pm	pm	pm	pm	pm	pm	am	am	am	am	am	am
		24	22	20	18	16	14	12	10	8	6	4	2

WEST BOUND

Miles	Stations	1	3	5	7	9	11	13	15	17	19	21	23
		am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
52.80	MARION Y	6 20	7 25	8 45	10 05	11 25	2 05	4 45	6 05	7 25	10 10	11 20	
48.52	Belt	6 06	7 12	8 32	9 52	11 12	1 52	4 32	5 52	7 12	10 00	11 10	
45.64	Roseburg	6 00	7 07	8 27	9 47	11 07	1 47	4 27	5 47	7 07	9 56	11 06	
41.72	Bab	5 53	7 02	8 22	9 42	11 02	1 42	4 22	5 42	7 02	9 50	11 00	
41.49	Herbst	5 52	6 59	8 19	9 39	10 59	1 39	4 19	5 39	6 59	9 49	10 59	
39.20	Wyo	5 47	6 53	8 13	9 33	10 53	1 33	4 13	5 33	6 53	9 45	10 55	
36.63	Swayzee	5 42	6 47	8 07	9 27	10 47	1 27	4 07	5 27	6 47	9 37	10 47	
33.63	Sims	5 37	6 42	8 02	9 22	10 42	1 22	4 02	5 22	6 42	9 32	10 42	
31.65	Miller	5 32	6 37	7 57	9 17	10 37	1 17	3 57	5 17	6 37	9 27	10 37	
28.79	Sycamore Y	5 27	6 32	7 52	9 12	10 32	1 12	3 52	5 12	6 32	9 22	10 32	
27.25	Greentown Y	5 20	6 25	7 45	9 05	10 25	1 05	3 45	5 05	6 25	9 15	10 25	
27.25	KOKOMO		6 20	7 40	9 00	10 20	1 00	3 40	5 00	6 20	9 10	10 20	11 20
25.50	KOKOMO		6 06	7 25	8 40	10 00	12 39	3 19	4 40	6 00	7 40	10 00	11 10
22.23	Junction		5 59	7 20	8 35	9 55	12 34	3 14	4 35	5 55	7 20	9 59	11 04
18.33	Blakely		5 53	7 15	8 34	9 54	12 33	3 13	4 34	5 54	7 14	9 52	10 58
17.84	Pit		5 52	7 14	8 34	9 47	12 26	3 06	4 27	5 47	7 07	9 47	10 53
15.03	Greentown Y		5 45	7 07	8 27	9 47	12 23	3 03	4 25	5 45	7 05	9 45	10 47
13.62	Sycamore Y		5 42	7 05	8 25	9 45	12 20	3 00	4 22	5 42	7 02	9 39	10 44
11.81	Miller		5 42	7 05	8 22	9 42	12 20	3 00	4 22	5 42	6 57	9 35	10 40
10.08	Sims		5 37	7 02	8 17	9 37	12 17	2 57	4 17	5 37	6 54	9 33	10 38
8.10 Y	Swayzee		5 33	6 57	8 17	9 34	12 14	2 54	4 14	5 34	6 54	9 29	10 34
7.95	Wyo		5 30	6 54	8 14	9 34	12 08	2 48	4 08	5 28	6 48	9 29	10 32
7.45	Herbst		5 26	6 48	8 08	9 28	12 06	2 45	4 05	5 25	6 45	9 27	10 30
4.82	Bab		5 24	6 45	8 05	9 25	12 02	2 42	4 02	5 22	6 42	9 25	10 25
2.90	Roseburg		5 22	6 42	8 02	9 22	12 02	2 42	4 05	5 22	6 42	9 25	10 25
.00	Belt		5 16	6 36	7 56	9 16	11 56	2 36	3 56	5 16	6 36	9 15	10 20
	MARION Y		5 10	6 30	7 50	9 10	11 50	2 30	3 50	5 10	6 30	9 15	10 20
Miles	STATIONS	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Train No.		1	3	5	7	9	11	13	15	17	19	21	23

No. 1 and 3 Daily Except Sunday.
No. 5 Daily except Sunday between Marion and Kokomo.
No. 21 Saturday only.

No. 2 and 4 Daily except Sunday.
No. 6 Daily except Sunday between Frankfort and Kokomo.
No. 22 Kokomo to Marion, Saturday only.
No. 24 Frankfort to Kokomo, Saturday only.

Rules governing this Time Table will be found on reverse side
STUDY CAREFULLY

NOT GOOD ON CITY CARS

Northern Indiana Power Company No.

1925

PASS

ACCOUNT

BETWEEN STATIONS

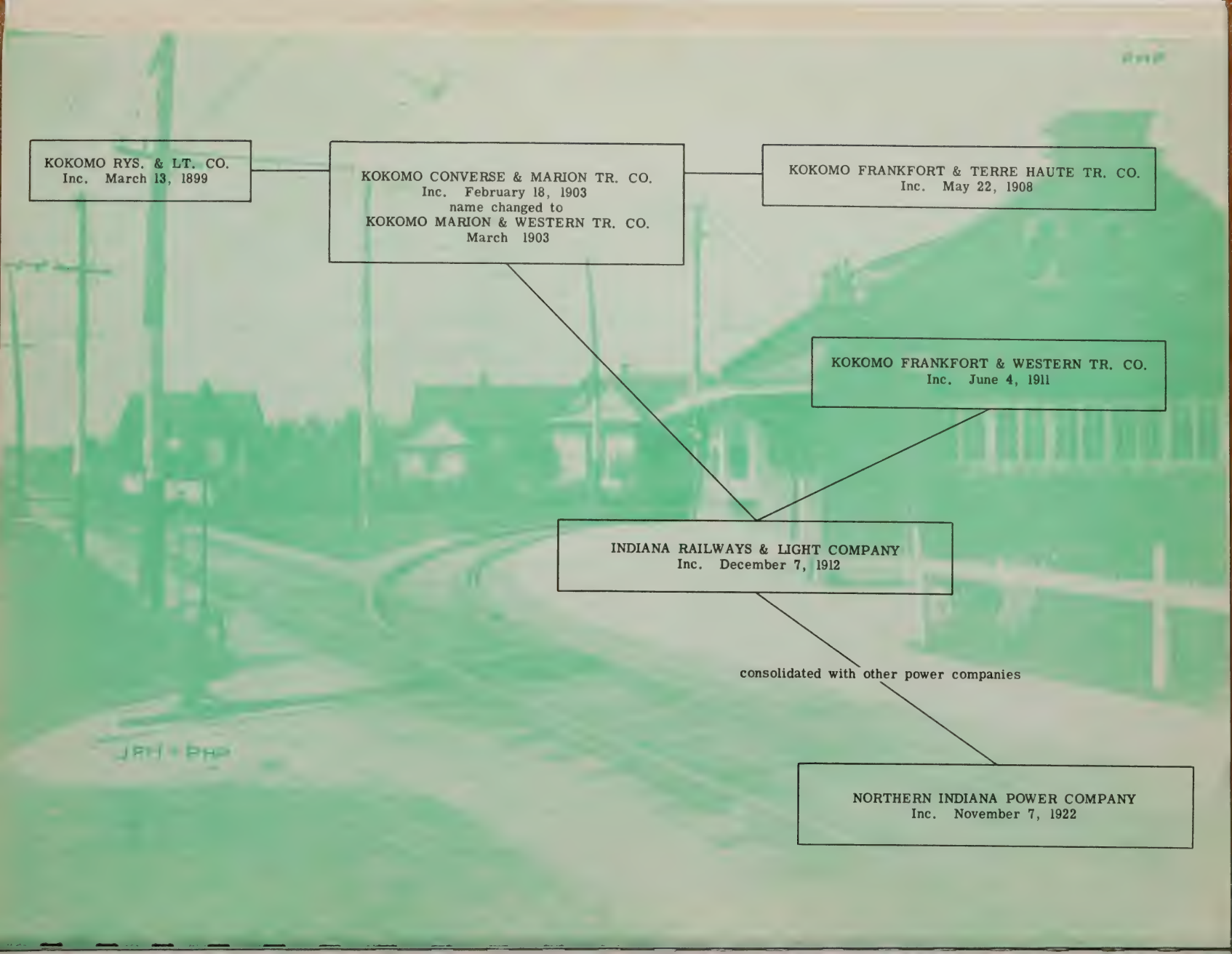
UNTIL DECEMBER 31st, 1925 UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID WHEN COUNTERSIGNED BY MYSELF OR KARL A. GEORGE

COUNTERSIGNED:

Phil H. Palmer.
Vice-President & Manager

Sometimes confused with the Northern Indiana Railway which radiated from South Bend, Northern Indiana Power Company was, however, entirely independent until brought into the Indiana Railroad setup.


KOKOMO RYS. & LT. CO.
Inc. March 13, 1899
KOKOMO CONVERSE & MARION TR. CO.
Inc. February 18, 1903
name changed to
KOKOMO MARION & WESTERN TR. CO.
March 1903
KOKOMO FRANKFORT & TERRE HAUTE TR. CO.
Inc. May 22, 1908
KOKOMO FRANKFORT & WESTERN TR. CO.
Inc. June 4, 1911
INDIANA RAILWAYS & LIGHT COMPANY
Inc. December 7, 1912
consolidated with other power companies
NORTHERN INDIANA POWER COMPANY
Inc. November 7, 1922



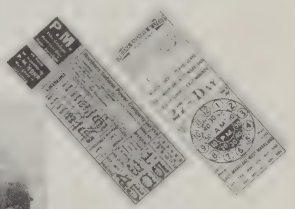






Northern Indiana Power Company, altho one of the smaller interurban properties, had some of the neatest station structures. At top right the Frankfort terminal. NIP interurbans entered its shed from the rear; THI&E passed in front. Station at bottom: Michigantown; at top left, Swayzee; with passenger cars and box motor, Greentown.

At lower left, snowplow and locomotive #402, products of the company's Kokomo shops, where the photos were taken.









Northern Indiana Power Company

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	COMPRESSOR	SCRAPPED	REMARKS
PASSENGER CARS													Interurban unless otherwise noted
39	Cincinnati	'02	1	2GE264	2WK10		28	27' 1½"	8' 0"		CP25	'36	wood, steel sheath Closed single truck city
40	"	'02	1	2GE264	2WK10		24	26' 2"	8' 2"	11' 5"	"	'36	Safety car - city.
41,42	"	'10	Brill Max. Trac.	2W306C	2WK36		36	38' 0"	8' 2"	12' 5"	DIEG	'36	Built as open cars - rebuilt closed Double truck city-wood, steel sheath
43,44	"	'10	Brill	4GE258	GEK35		49	37'10"	7' 9"	12' ½"	"	'36	" " " " " "
51-60	American Car	'20	Brill120979	2GE264	GEK10		32	27' 9"	7' 9"	11' 7"	CP25	'36	Safety car - city.
101	Jewett	'05	Baldwin	4 W93A	1K34D		38	45' 9"	9' 1"		D2EG	'35	Combination passenger & baggage.
102	"	'05	"	4W305	1K34D		38	44' 2"	9' 0"		D2EG	'34	" " "
103	"	'05	"	"	"		38	44' 2"	9' 0"		"	'34	" " "
104	"	'05	"	4W93A	1K34D		38	"	"		"	'34	" " "
105	McGuire Cummings	'12	"	4W304	W HL		46	48' 4"	9' 3"	12' 4"	D2	'34	" " "
106	"	'12	"	4W304	"		46	48' 5"	"	"	D2	'34	" " "
107	Jewett	'05	Dummy				none	48' 5"	8'11"	12' 0"		'36	Out of service 1920
108	"	'05	Baldwin	4W305	K-34D		38	44' 2"	9' 0"		D2EG	'34	
FREIGHT CARS							Ms						
200	Jewett	'05	Baldwin 84-30AA	4W93A	K-34D		60	45' 6"	8'10½"	12'6½"	IW 1GE	'34	Box Motor
201			Peckham T1494	Trail			40	34' 4"	8' 4"	11' 8"		'36	Box Trail
202			Archbar	"			40	32' 6"	8'10"	11' 7"		'36	" "
203	Jewett	'12	Peckham T1494	4W93A	K-34D		60	39' 7"	9' 4"		D2EG	'36	" Motor
300		'21	"	"	"	30000	40	30' 9"	8' 4"	8' 1"		'36	Work motor - Center cab, flat.
302			Archbar			30000	40	"	"	"		'36	Side dump - wood
303			"			28000	40	22' 1"	9' 4"	8' 9"		'36	" " "
304			Fox			30000	60	24' 10"	8' 6"	9' 9"		'36	" " steel
305			Archbar			28000	60	33' 2"	8' 7"	7' 4"		'36	" " wood
306			"			28000	60	25' 8"	9' 9"	8' 9"		'36	" " "
308			"			26000	60	28' 2"	9' 2"			'36	" " "
309			"			28000	60	"	"			'36	" " "
310			Fox			30000	60	24' 10"	8' 6"			'36	" " steel
311			Archbar				60	33' 0"	8' 10"			'36	" " wood
312			"					29' 6"	9' 1"		CP27 for plow	'36	Snow plow - Used by IR 1933-1936
313			"			26000	40	21' 2"	8' 7"			'36	Side dump - wood
314			"			24000	40	20' 9"	8' 8"			'36	" " "
315			"				40	29' 2"	8' 9"			'35	Gondola
316			"			24000	40	28' 5"	9' 7½"			'36	"
317			"			30000	80	28' 4"	9' 0"			'36	Side dump - wood
400			Peckham T1494	2W93A	M36j			31' 1"	8' 8"		WH 2	'38	Line - 2 motors on one truck
401	McGuire-Cummings	'02	McGuire-Cummings	2W307	W K-36			28' 4"	7' 4"	12' 0"	Hand Brake	'36	Snow sweeper
402	Co. Shop Kokomo	'19	Peckham T1494	4W305	W HL	90000		26' 6"	overall 8' 9"	11' 8"	2CP27		Locomotive used by IR 1936 to 1939. Trucks & motors replaced by Std.C-80 and W333VD March 17, 1936. Damaged in collision with IR 84 near Franklin Feb. 7, 1937. Used as shop motor at Anderson thereafter.
403					W K-10			20' 2"	8' 0"				Weed burner
404			Peckham T1494					12' 0"	7' 2"			'36	Single truck Gondola - Coke car
501			"				44	43' 7"	8' 2"	12' 4"		'36	Trail? Out of service 1926 - Int. Pass.
502								44' ½"	8' 8"	11' 5"		'36	" " " " " " Trail
													Interurban passenger cars were taken out of service and stored at Kokomo Shop about Nov. 1, 1931. Replaced by 442-445 and 446-449 types of IR.

NORTHERN INDIANA POWER COMPANY FRANKFORT, IND.

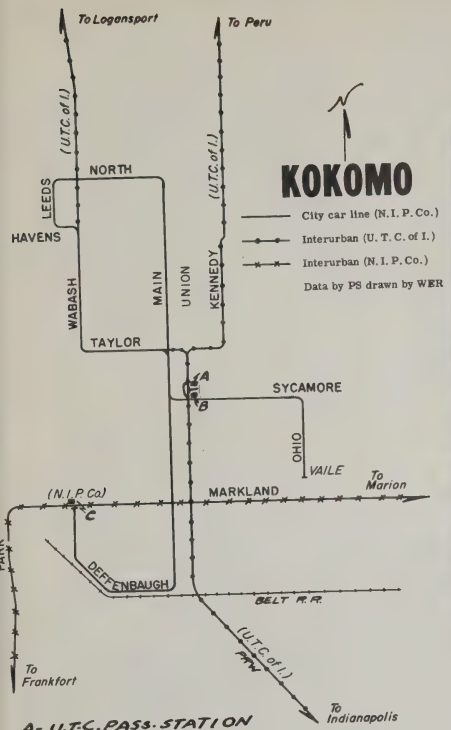
NORTHERN INDIANA POWER COMPANY GREENTOWN, IND.

NORTHERN INDIANA POWER COMPANY MICHIGANTOWN, IND.

NORTHERN INDIANA POWER COMPANY SWAYZEE, IND.

NORTHERN INDIANA POWER COMPANY WEST MIDDLETOWN, IND.

NORTHERN INDIANA POWER COMPANY RUSSIAVILLE, IND.





City operations in Kokomo began on December 15, 1891 and ended as a rail operation on April 17, 1932. Interurban operations radiated in five directions: north to Peru, northwest to Logansport, west to Frankfort and east to Marion, south to Indianapolis. Last of these to operate was the north-south Peru-Indianapolis line, folding in September, 1938.

INDIANA RAILWAYS AND LIGHT CO.

TIME TABLE

In Effect June 1, 1916

"Comfort, Safety and Convenience"

Indianapolis	Logansport
Lafayette	Michigan City
Peru	Terre Haute
Wabash	Ft. Wayne
Bluffton	South Bend
Chicago	Benton Harbor
Cincinnati	Warsaw
Louisville	Goshen

Purchase tickets before entering train

T. C. McREYNOLDS
General Manager

INDIANA RAILWAYS AND LIGHT CO.

TIME TABLE

In Effect June 1, 1916

Mr. Patron:

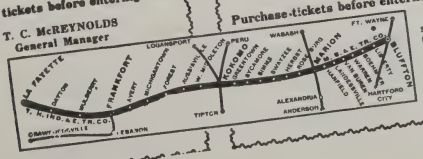
This is our publication and in addition to the information contained herein we also wish to inform you that all we have to sell is SERVICE.

It may not be the worst that you have experienced nor it may not be the best but it is what we have and is regulated by a system in compliance with State regulation of common carriers. Transportation is a difficult thing to sell. For one thing you can't wrap it up in paper and take it home with you and if our SERVICE is not just like that in practice in Ohio, Michigan or other parts of Indiana it is because our system is different and not because our system is neglectful of you and your interests.

Please keep in mind SAFETY FIRST.

Purchase tickets before entering train

SAFETY FIRST LAST AND ALWAYS



IF QUICK TRANSFER NEEDED NOTIFY CONDUCTOR

Collection Of George Krambles

FRANKFORT TO MARION
EAST BOUND

Trains No. 2 and 3 Daily except Sunday between KOKOMO and MARION.
All Trains stop at Avery and Roseburg on flag.

Trains No. 1 and 4 Daily except Sunday between FRANKFORT and KOKOMO.
READ DOWN

Stations	Dist.	AM	AM	AM	AM	AM	AM	Noon	PM	PM	PM	PM	PM	PM	PM	PM	PM
Train No.		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	
Frankfort	.00		5 25	6 40	8 00	9 20	10 40	12 00	1 20	2 40	4 00	5 20	6 40	8 00	9 20	10 40	
Avery	4.26		5 34	6 49	8 09	9 29	10 49	12 08	1 29	2 49	4 09	5 29	6 49	8 09	9 29	10 55	
Mich'town	7.16		5 39	6 53	8 13	9 33	10 53	12 13	1 33	2 53	4 13	5 33	6 53	8 13	9 33	11 00	
Forest	11.54		5 47	7 03	8 23	9 43	11 03	12 33	1 43	3 03	4 23	5 43	7 03	8 23	9 43	11 10	
Russia'lle	16.17		5 54	7 10	8 30	9 50	11 10	12 40	1 50	3 10	4 30	5 50	7 10	8 30	9 50	11 17	
Middletons	19.17		5 57	7 15	8 35	9 55	11 15	12 45	1 55	3 15	4 35	5 55	7 15	8 35	9 55	11 23	
Kokomo Ar	25.57		6 04	7 22	8 42	10 02	11 22	12 52	2 02	3 22	4 42	6 02	7 22	8 42	10 02	11 30	
Kokomo Lv	25.57	5 15	6 35	7 45	9 05	10 25	11 45	1 05	2 25	3 45	5 05	6 25	7 45	9 05	10 25	11 40	
Greentown	34.96	5 48	7 08	8 28	9 48	11 08	12 28	1 48	3 08	4 28	5 48	7 08	8 28	9 48	11 08		
Sycamore	37.77	5 48	7 08	8 35	9 55	11 15	12 35	1 55	3 15	4 35	5 55	7 15	8 35	9 55	11 15		
Sims	40.39	5 55	7 20	8 48	10 00	11 26	12 40	2 00	3 26	4 40	6 00	7 26	8 46	10 06	11 26		
Swayzee	42.77	6 00	7 26	8 46	10 06	11 32	12 52	2 12	3 32	4 52	6 12	7 32	8 52	10 12	11 32		
Herbst	44 83	6 06	7 32	8 52	10 12	11 38	1 10	2 30	3 50	5 10	6 30	7 50	9 10	10 30	11 45		
Roseburg	47.96	6 12	7 32	8 52	10 12	11 50											
Marion	52 00	6 30	7 50	9 10	10 30												

MARION TO FRANKFORT
WEST BOUND

Trains No. 2 and 3 Daily except Sunday between KOKOMO and MARION.
All Trains stop at Avery and Roseburg on flag.

Trains No. 1 and 4 Daily except Sunday between FRANKFORT and KOKOMO.
READ DOWN

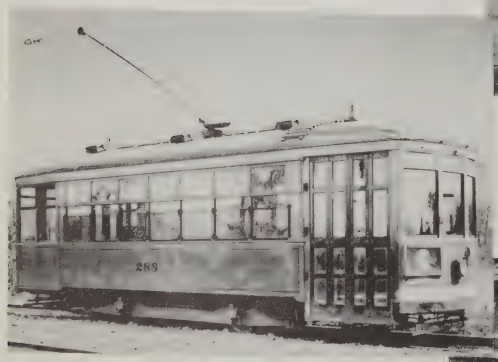
Stations	Dist.	AM	AM	AM	AM	AM	AM	Noon	PM	PM	PM	PM	PM	PM	PM	PM	PM
Train No.		1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31
Marion	.00		5 15	6 48	8 17	9 37	10 57	12 23	1 43	3 03	4 23	5 43	7 03	8 23	9 50	10 58	
Roseburg	4.82		5 31	7 03	8 23	9 50	11 10	12 30	1 50	3 10	4 30	5 50	7 10	8 30	9 55	11 13	
Herbst	7.95		5 42	7 10	8 30	9 55	11 15	12 42	2 02	3 22	4 42	6 02	7 22	8 42	10 02	11 20	
Swayzee	10.93		5 47	7 15	8 42	10 02	11 22	12 50	2 10	3 30	4 50	6 10	7 30	8 50	10 10	11 30	
Sims	11.31		5 55	7 22	8 49	10 10	11 30	1 00	2 20	3 40	5 00	6 20	7 40	8 58	10 20	11 40	
Sycamore	15.03		6 03	7 30	8 50	10 35	11 55	1 15	2 45	4 05	5 25	6 45	8 05	9 25	10 45		
Greentown	17.84		6 35	7 55	9 15	10 45	12 05	1 25	2 55	4 15	5 35	6 55	8 15	9 35	10 55		
Kokomo Ar	27.22		6 45	8 05	9 25	10 45	12 20	1 40	3 06	4 26	5 45	7 05	8 25	9 45	11 05		
Kokomo Lv	27.23	5 30	6 45	8 05	9 48	11 08	12 35	1 55	3 15	4 47	6 07	7 30	8 55	10 01	11 30		
Middletons	33.63	5 51	7 08	8 28	9 55	11 15	12 47	2 07	3 27	4 53	6 13	7 41	9 01	10 07	11 36		
Russia'lle	36.63	5 57	7 15	8 35	10 07	11 27	1 07	2 15	3 35	5 01	6 21	7 50	9 10	10 19	11 48		
Forest	41.26	6 07	7 27	8 47	10 15	11 35	1 36	2 21	3 41	5 07	6 30	7 56	9 16	10 25	11 54		
Mich'town	45.64	6 15	7 35	8 55	10 21	11 41	1 01	2 31	3 50	5 16	6 39	8 05	9 25	10 34	12 03		
Avery	48.52	6 20	7 41	9 01	10 26	11 46	1 10	2 36	3 56	5 22	6 45	8 11	9 31	10 40	12 09		
Frankfort	52.80	6 30	7 50	9 10	10 36	11 56											

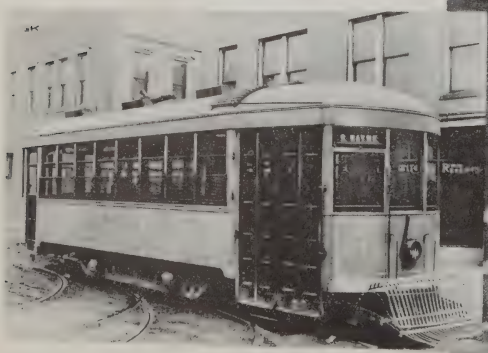


Among the old timers of Indiana Service Corporation, both #14 of Wabash River Traction and #191 and #218 of Fort Wayne city lines were built by Cincinnati Car Company.
In the "second-generation" fleet, cars #288 and #510 were built by St. Louis Car Company. The photo of #14 is at the builders; all others were taken in Fort Wayne











FORT WAYNE:

Transit service began in Fort Wayne in 1871 with the mule cars of the Citizens Street Railway. After several reorganizations, the property, by then known as the Fort Wayne Electric Railway Company, was electrified in 1893. Two independent lines, the C. L. Centlivre Street Railway and electrified in 1894 and 1900, respectively. In 1904 the city property was taken over by the interurban to form the Fort Wayne & Wabash Valley Traction Company and so it remained thru the change to Ft. Wayne & Northern Indiana Tr. Co. and then to Indiana Service Corporation. The latter embarked on an extensive modernization in the middle 1920s; this brought complete replacement of car equipment with modern lightweight steel single truck and double truck cars. It also brought consolidation of car barn facilities in the construction of the outstanding Spy Run shops and operating station. This was a marvel of electric railway plant that brought study of traction men thruout the country.

Altho the interurban lines were transferred to Indiana Railroad operation in 1930, the Ft. Wayne system was kept directly under ISC. Some conversions and extensions were made with motor and trolley buses, but the principal car lines remained until 1946. Now the transit system was separated from the utility and Ft. Wayne Transit soon disposed of its best cars to Jacksonville (Florida), Atlantic City (New Jersey) and Cornwall (Ontario).

FT. WAYNE-LAFAYETTE-BLUFFTON:

A network of interurban railways out of Fort Wayne was inspired by the success of city lines in that city. First came an interurban between Peru and Wabash, followed by an additional line practically every year as new companies built connecting routes. Consolidation into one important company came with the formation of the Fort Wayne & Wabash Valley Traction Company. Thru running arrangements worked out with the Union Traction Company provided Indianapolis - Fort Wayne service via both Bluffton (125 miles) and via Peru (135 miles). Luxurious wooden equipment, some with buffet service, was acquired for these runs.

A tragic headon collision at Kingsland in 1910 led to reorganization as the Ft. Wayne & Northern Indiana Traction Company in 1911. Expansion of the utility end of the business led to another reorganization in 1920 as the Indiana Service Corporation. Another serious wreck in this period hastened the development of designs for steel equipment and also resulted in rebuilding of the better wooden cars. The company's shops and its capable mechanical staff were noted for their excellence and produced several outstanding designs culminating in the luxurious Wabash Valley Flyer cars.

The route from Ft. Wayne to Lafayette paralleled the Wabash River and for part of the distance it was built on what had been the towpath of the Wabash & Erie Canal, an extremely winding way. The operating timetable listed no less than 17 areas of the Peru-Ft. Wayne segment where speed was restricted severely by curvature and between curves there was rarely more than a few hundred feet of tangent track.

The unusual Y-shaped route extending northward from Ft. Wayne to Kendallville and Waterloo was built as the Toledo & Chicago Interurban Railway. This confusing name seems to have been inspired by its promoters' plan to link it with other proposed routes to form a branch connecting Ft. Wayne with a Toledo-Chicago main line. These grandiose plans led to adoption of the 3300 v AC trolley system which would be suitable for transmission of power at low cost over long distances. However, as in the case of the neighboring Ft. Wayne & Springfield Railway, since the cars had to run over the street railway lines to reach downtown Ft. Wayne, it was necessary to equip them with all the control devices necessary to the 600 v DC trolley system as well as those for 3300 v AC, and this resulted in a complex, heavy, slow car.

The company was reorganized in 1912 under the more realistic, yet still optimistic, name of Ft. Wayne & Northwestern Railway and in November 1913 the 3300 v system was replaced with conventional 600 v DC. New motors and controls were applied to the old cars with a very substantial reduction in weight and in operating costs, but not before a lot of structural weakening had occurred in the old bodies. In the next few years the line came under the control of the Indiana Service Corporation and a new lightweight car design was developed. Ten were ordered from St. Louis Car Company, six were placed on the Ft. Wayne Van Wert & Lima Traction and the remaining four were assigned to the Waterloo-Kendallville line in 1924. Altho built for two-man operation, they were easily revamped for one-man service, which began on August 3, 1928. Pilot model for this conversion was car 327, not actually one of the ISC steels, but a rebuild of the former Ft. Wayne & Decatur #103.

Indiana Service Corporation exerted operating management, either directly or indirectly, over the Ft. Wayne & Decatur Traction Co., the Fort Wayne-Lima Railroad and (in the 1930s) the Marion & Bluffton Traction Company. ISC's system of interurban lines was leased to Indiana Railroad in July 1930.

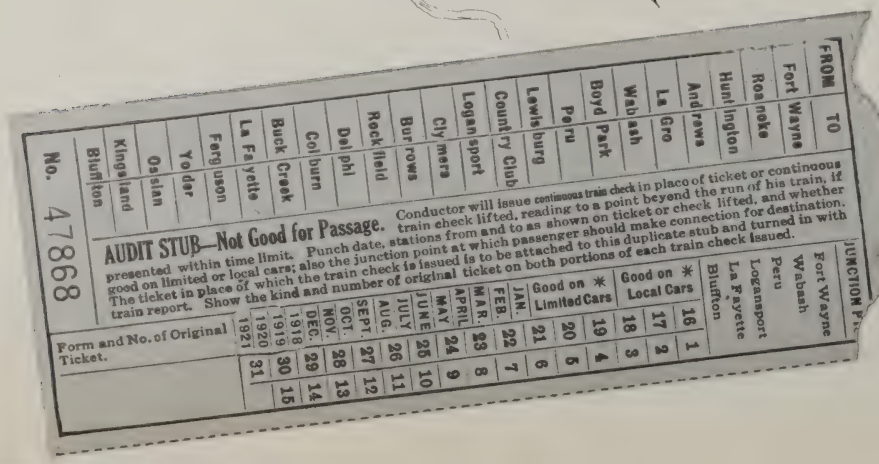


FORT WAYNE

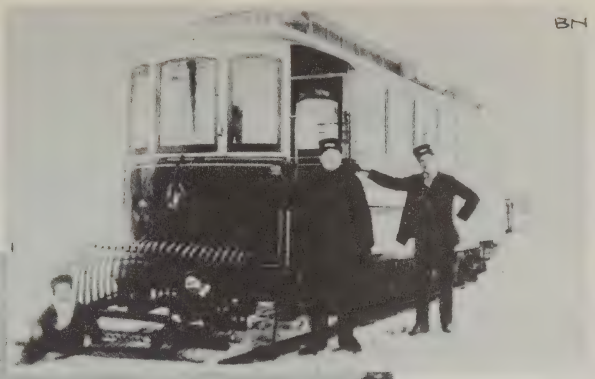
1930

INDIANA SERVICE CORP.

TDH 6 57



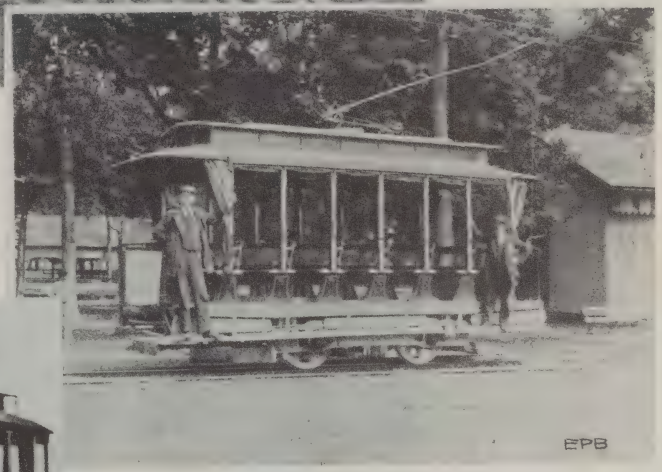




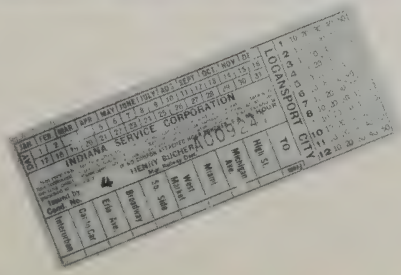


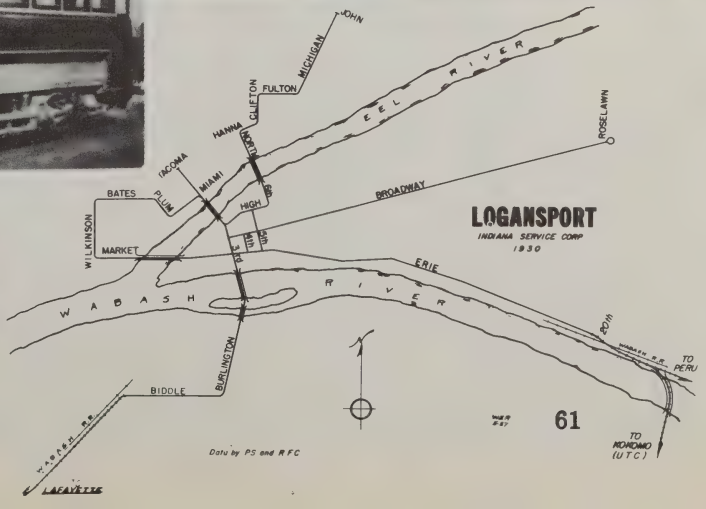


Early city scenes:
Ft. Wayne 128....115
Robison Pk., Ft. Wayne
Logansport #6
Ft. Wayne #119.







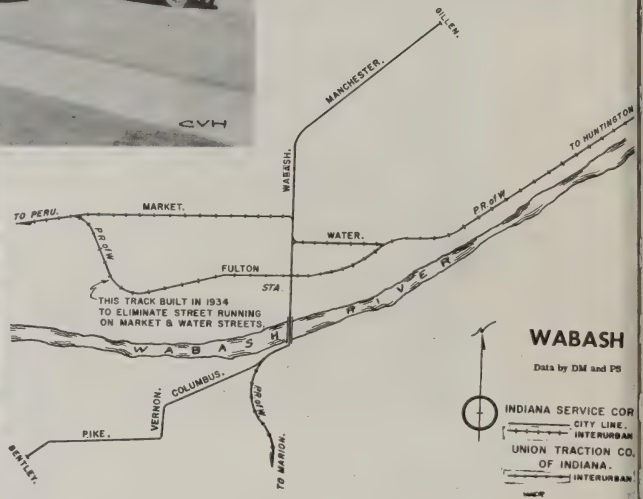




Car 214 on last day of street car service in Wabash: Aug. 30, '30.



Car 424 above was used at Ft. Wayne.



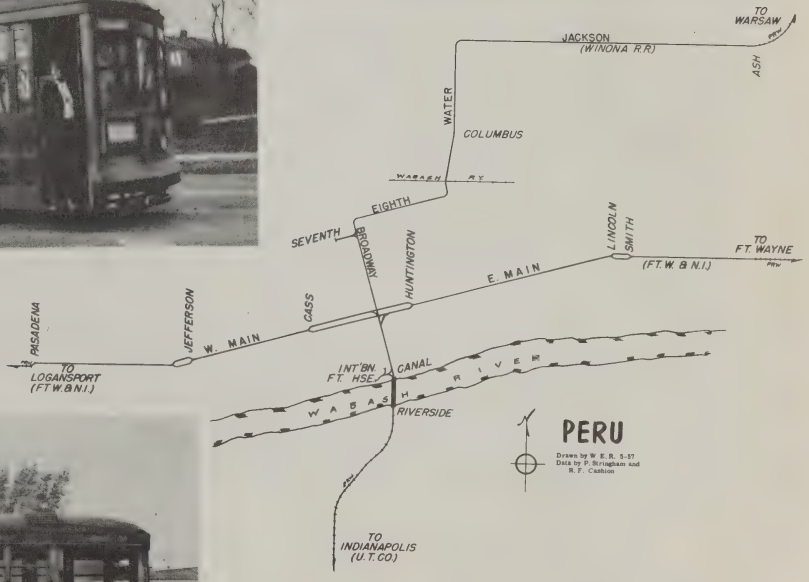
Wabash had street car service provided by Indiana Service Corporation as well as the interurbans to Ft. Wayne and Lafayette and the Union Traction line to Marion.



Car 188 in Peru.











City service was given in Peru with a single-truck version of the Ft. Wayne Car.

Abandonment occurred December 5, 1934.

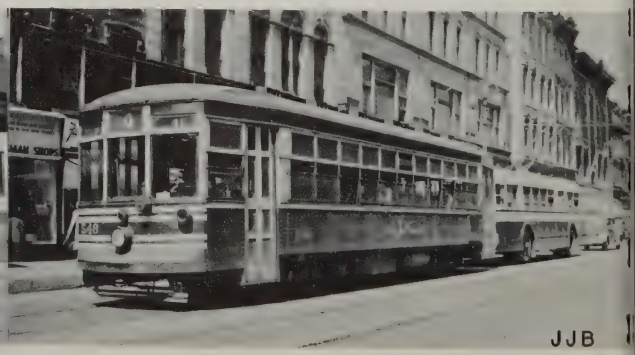






Neat is the right word with which to describe Indiana Service Corporation's city equipment in Ft. Wayne. Showing just the right amount of big city influence, coupled with small town ingenuity, Ft. Wayne was well ahead of other cities of its size in providing the best in transit equipment and service.
Here we have #513 in its original "sand" color in 1928 and, above it is #539, pictured in 1938. Other photos on this page show numbers 540, 552 and 548, all on April 25, 1942.









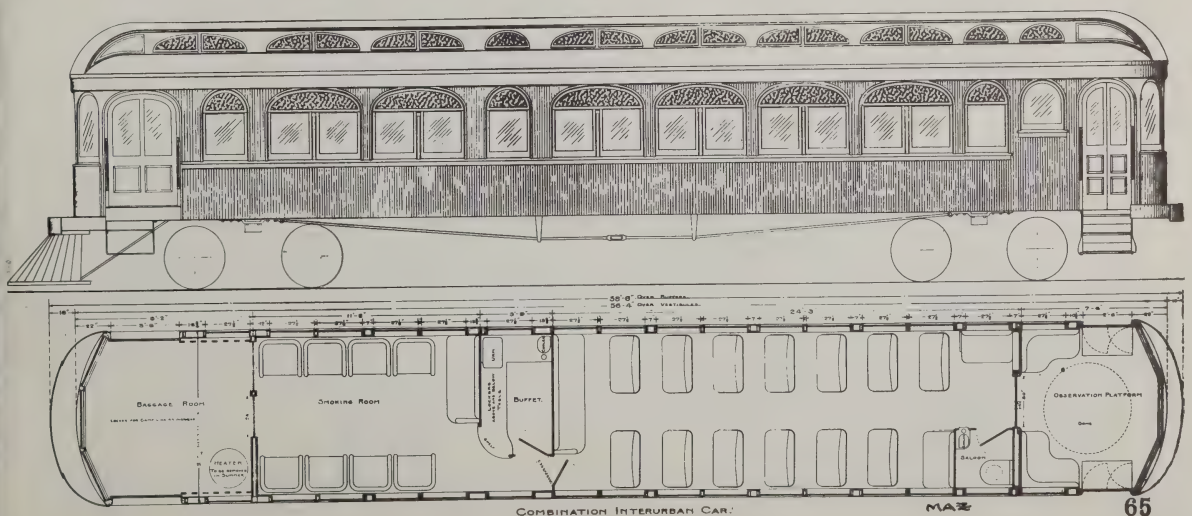


Surplus Ft. Wayne city equipment was pressed into wartime service in Cornwall, Ontario (above and right), St. Petersburg, Florida (below) and Atlantic City, N. J. (below right).





Cincinnati Car Co. plan for 500-class car dates to March 1905.



Combination Interurban Car
for
Ft Wayne and Wabash Valley Traction Co.
The Cincinnati Car Co.
Mar '05

MAZ













Work equipment above, for city lines shows wide gamut of ideas in this field. Interurban work cars included open-porched #817 as well as more conventional cab-on-flats and box motors.













JJB

GN





VZ



JJB

Above: More Ft. Wayne scenes of the late 1930s and early 1940s: #508, 521, 528, 531 and 536.
Below: Experimental window block-off job on car #514 in late 1920s was applied to one side of car for photo, but subsequently got OK for full time test on a few cars.

GK





Indiana Service' plainest type of interurban equipment after the early 1920s were the low 300's. Built by Cincinnati, they had single-end L-4 control and Curtis trucks. Rebuilding about the time of the first War included raising drop end platforms and installing MCB radial couplers.

GK



GK





Photos on this page:
301....304
306
all taken before 1910.
Note Ft. Wayne & Springfield car in background of 306 photo.
321 in 1928
322 about 1922.



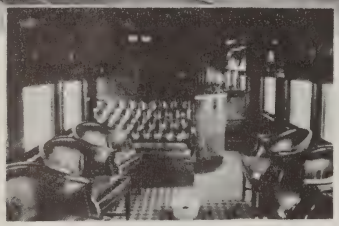
Variations in 301-311 group included details of end windows and set-back of baggage door front front end.





There were three main subdivisions among the 300-series wooden cars of ISC: 301-311 (which actually included several minor variations), 320-322 (of which no two were identical); and buffet-observation cars-converted-to-coaches numbers 351-354.







INDIANA SERVICE CORPORATION
COLBURN, IND.
INDIANA SERVICE CORPORATION
BURROWS, IND.
INDIANA SERVICE CORP.
ANDREWS IND.

Ritziest of the ISC wooden passenger cars were the 350-class, four of which were built by Cincinnati in 1906. Originally numbered in the 500s and each carrying a distinctive car name, they were renumbered at about the time of the first world war to make way for a series of city cars. As 500s, they had small buffet compartments and carried porters.



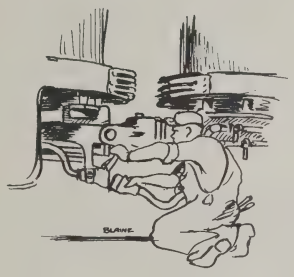


Car 351 was completely rebuilt and outfitted with new trucks, motors and controls in the middle 1920s. Practically as soon as completed, it got into a line accident and was completely destroyed.

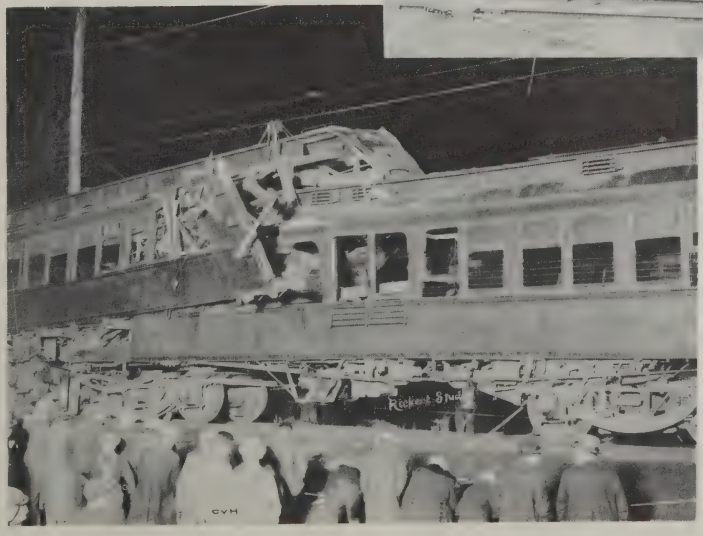




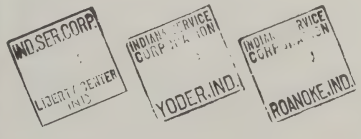
Map insert above shows layout of northern division at time of conversion from AC to DC propulsion power.







Trailer #82 was originally a motor car of Ft. Wayne & Southwestern Traction. Together with box motor #55, it served a stint in the 1920s as an agricultural promotion train, travelling thru the territory presenting helpful information, and a few shipping hints, to farmers. Ultimately it served as a wreck car and was assigned Indiana Railroad #1161.



Indiana Service Corporation had more than its share of disasters. This one occurred on May 19, 1924 at Roanoke, Indiana and was due to overrunning a meet. Cars are 320s.





No hasty, thrown-together rebuilding job here, but a completely redesigned and restyled treatment of a medium weight two-man car. Starting with a 1200-volt, high-floor car of the then-recently abandoned Ft. Wayne & Decatur Traction Company, I-S-C produced this attractive product.





Carefully engineered design of lightweights #323-326 (and Ft. Wayne-Lima 90s) avoided the cheap, flimsy look of many contemporary cars for other properties. Developed in 1924, the design was easily one-manned in 1928.





Only three of the 320 class, and no two of them exactly the same. #501 (below) was a Ft. Wayne & Wabash Valley parlor-buffet car, later renumbered in the 350-class.





Above 305 pauses on its Ft.Wayne-Lafayette limited run at Lagro substation-station.

Below, 391 struts her stuff in Traction Terminal, Indianapolis on a Wabash Valley Flyer run in 1927.

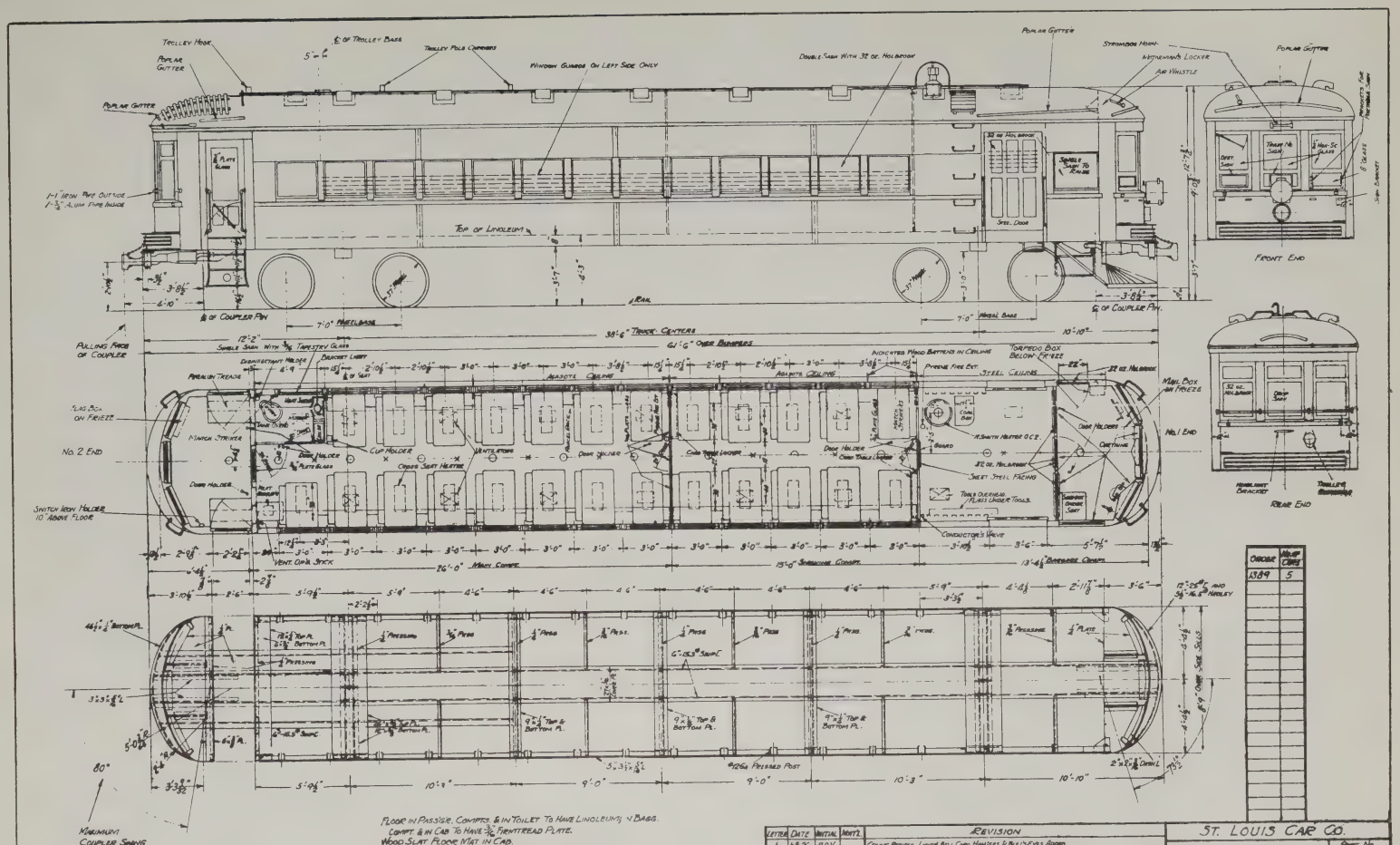
At right, top to bottom, 376 shows need for a new paint job as it loads at Ft. Wayne for an Indianapolis-via Peru run in 1932, shortly after Indiana Railroad takeover. At same time, 391 awaits decision as to its fate in Spy Run yards and 378 suns itself at Traction Terminal.











Letter	Date	Initial	Mat'l.	Revision
A	1-9-26	R.D.V.		Ceiling Revised (Layout Bell Cord Handers, & Bull's Eyes Added.
B	2-6-26	R.D.V.		Tool & Ticket Holders & Trolley Base Relocated. Saloon Door Reversed. Minor Corrections Made
C	4-3-26	R.D.V.		Seat Spacing Shown. Minor Corrections Made.
D	4-29-26	R.D.V.		Bull's-Eyes Removed. Front Front Dash.
	9-35			Made R.P.O. Cars (Data Not Chgd.) 13 Cars
	9-36			Made 1 Man Cars " " " (2 Cars)

Order	Work Order
1389	5

ST. LOUIS CAR CO.

Print No.

General Arrangement Interurban Passenger and Baggage Car

Size of Mat'l. | Kind of Mat'l.

Approved	Date	Drawn R.D.V.
[illegible]	11-17-25	Traced R.D.V.
[illegible]	11-17-25	Checked R.D.V.
Date 11-17-25		Scale: ½" = 1'-0"

Drwg. No. 443-1055



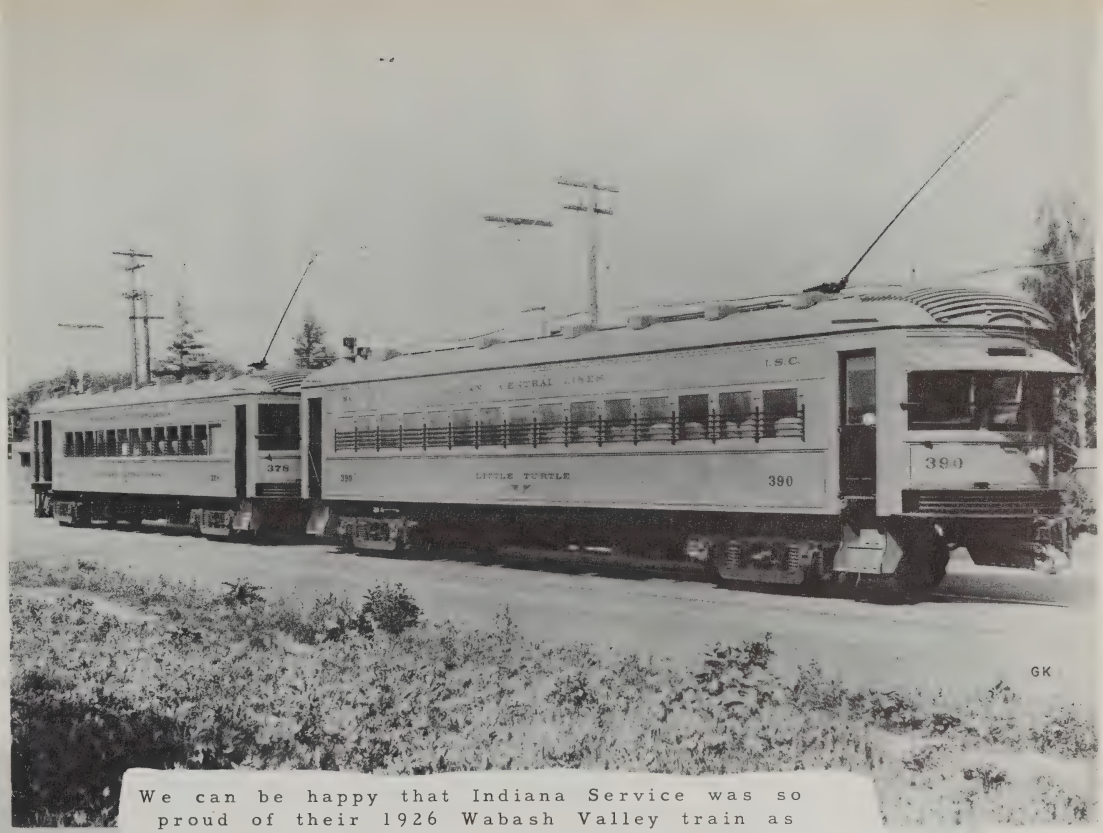
GK

The heavy interurban in central Indiana reached its most elaborate stage with the five cars of the group #375-379.



GK


INDIANA SERVICE CORPORATION
378
INDIANA CENTRAL LINES
378



GK

GK

We can be happy that Indiana Service was so proud of their 1926 Wabash Valley train as to have these several excellent photographs made of it. View above on State Blvd., Ft. Wayne while shop scene is at Spy Run, both, June 1926.





The wonderful Spy Run shops of Indiana Service Corporation were the marvel of their day. Built in 1925-1926, they were the finest of any property of the small size of Ft. Wayne, and they were studied by engineers from many of the big city properties.



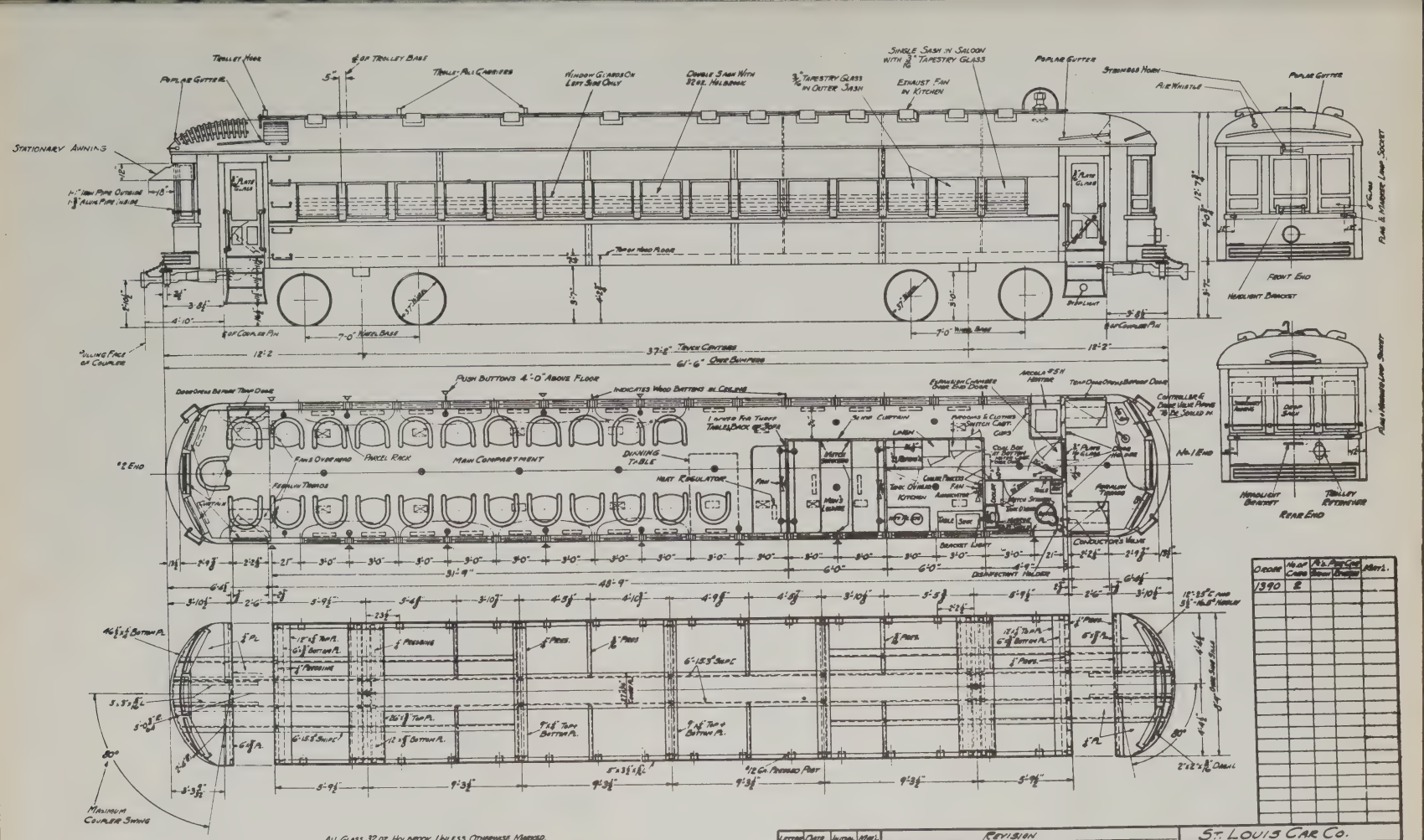
The rear (west) building contained eight-track overhaul and paint shop. To the left in view above can be seen the main storehouse.
The front (east) building, shown below, contained four-track city carhouse, inspection and wash shop, with administration offices and trainmen's quarters.



ALL PIX - GK



Adjacent to its north was a 24-track storage yard, each track feeding into a ladder to the east. 16 of these tracks, each about 300 ft. in length, also connected to a ladder across the west end of the yard. A separate ladder connected across the east end of the back shop. Many other tracks connected to the power house and other smaller buildings. Quite a layout!



All Glass 32 oz Holbrook Unless Otherwise Marked.
Rear Vest. Windows & Doors To Be Mahogany.
Portable Window Screen To Be Provided For Each Side Window.
Ceilings in Main Compt., Mens Lounge, & in Passageway, To Be Arched Agasote.
Ceiling in Kitchen, & in Saloon, To Be Flat Steel.
Ceiling in Rear Vest. To Be Arched Aluminum; in Front End, To Be Flat Steel, High at Middle.
Floor Covering To Be Carpet in Main Compt. & Rear Vest., And Linoleum in Passageway, Saloon, & Lounge.
Trap Door Covering To Be Corrugated Rubber in Front End, And Carpet in Rear End.
Kitchen To Have Copper-Covered Floor & Wood Floor Mat.

⊗ Indicates Ceiling Lights. ▲ Indicates Push Buttons. ● Indicates Bracket Lights.
⊠ " Exhaust Ventilators. ⊏⊐ " Intake Ventilators. ⊏⊐ " Electric Heaters.

Order	Year Class	No. Pairs Cut Steam	No. Pairs Cut Electric	Mark
1990	E			

Letter	Date	Initial	Mark	Revision
A	3-13-26	R.D.V.		General Revisions
B	4-5-26	R.D.V.		Removed Auiliary Lights, Kitchen Floor Covering Shown, Push Door Chgd.
C	4-30-26	R.D.V.		Awning, Push Buttons, & Annunciator Shown.
D	6-3-26	R.D.V.		P. Smith Heater Chgd. To Arcola Meter Cast. Shown, Pilot Removed.

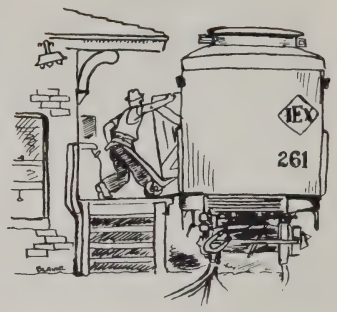
St. Louis Car Co.
General Arrangement
Interurban Parlor Car

Approved	Date	Drawn	Traced	Checked
[illegible]	2-6-26	A.R.R.	A.R.R.	R.D.V.

Date 2-5-26 Scale

Drwg. No. 443-1056







Box motor #47 reveals the impressive lines of the Ft. Wayne Van Wert & Lima passenger car from which it was rebuilt in the late 1920s.



Indiana Service Corporation was one of the few users of Curtis trucks, built at Decatur, Illinois. This possibly stems from the McKinley interest in the predecessor Ft. Wayne & Wabash Valley line. That's the same McKinley who later concentrated all his efforts on the Illinois Traction System, whose main shops were also at Decatur and who also used a few Curtis trucks.



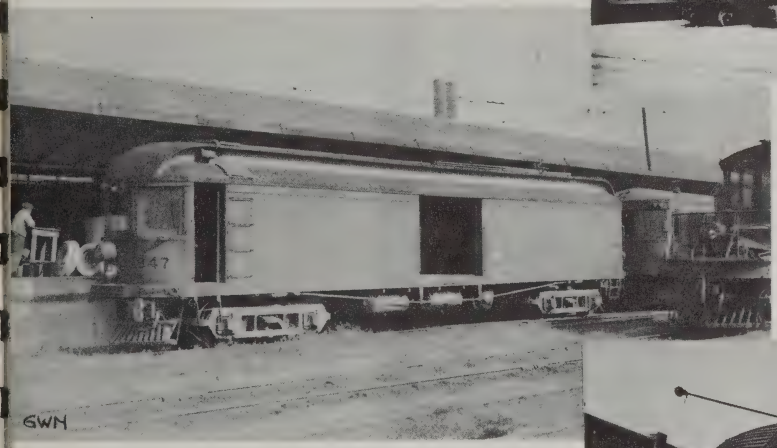
Even the work equipment at ISC had a handsome, well-engineered look. Witness the #27 and #42 line cars shown on this page.





Left: Commerce Drive, Ft. Wayne, freight terminal. Above: #817 ready to take off for daily freight run to Garrett about 1940.





Above: Express terminal, Ft. Wayne, 1920.
Left: 847 at Indpls., Kentucky Av. terminal.
Below: 848 at Spy Run; also, Boyd Pk. carhouse after 1915 cyclone.





INDIANA SERVICE CORPORATION

FORT WAYNE - PERU DIVISION

TIME TABLE No. 51

Effective Sunday, September 30, 1934,
At 4:01 A. M., Central Standard Time.
Superseding Time Table No. 50.
Destroy all Time Tables of previous Date.

This Time Table for the government of employees only.
Read Special Instructions and Rules carefully.

FORT WAYNE TO PERU—READ DOWN—WEST BOUND

STATIONS AND SIDINGS	Freight Stations Numbers	Note I 223	221	219	217	215	213	211	209	207	Note I 205	203	201	Miles From Fort Wayne	STATIONS AND SIDINGS	Miles From Peru	200	202	204	206	208	210	212	214	216	218	220	222	224	226	STATIONS SIDINGS and Car Capacity of Sidings
			Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve				Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
FORT WAYNE	6000		11 18	8 09	5 30	4 30	3 00	1 00	11 00	9 00	7 00	5 45		0.0	FORT WAYNE	88.7	7 30	9 56	11 18	1 18	3 16	5 16	7 35	9 40		11 50	12 55			FORT WAYNE
TAYLOR & BROADWAY	6001		11 22	8 07	5 37	4 37	3 07	1 07	11 07	9 07	7 07	5 52		1.0	TAYLOR & BROADWAY	87.7	7 23	9 46	11 07	1 12	3 07	5 07	7 28	9 33		11 42	12 48			TAYLOR & BROADWAY
TAYLOR	6002		11 34	8 00	5 39	4 39	3 09	1 09	11 09	9 09	7 09	5 54		1.6	TAYLOR	87.1	7 22	9 46	11 04	1 04	3 04	5 05	7 26	9 30		11 40	12 46			TAYLOR
FREEMAN	6003		11 39	8 11	5 41	4 41	3 11	1 11	11 11	9 11	7 11	5 56		2.6	FREEMAN	86.1	7 21	9 45	11 02	1 02	3 02	5 03	7 24	9 28		11 38	12 44			FREEMAN ..5 CARS
ARDMORE	6004		11 38	8 13	5 43	4 43	3 13	1 13	11 13	9 13	7 13	5 58		3.1	ARDMORE	85.6	7 19	9 44	11 00	1 00	3 00	5 01	7 22	9 26		11 36	12 42			ARDMORE ..13 CARS
PAUL'S	6005		11 34	8 18	5 46	4 46	3 16	1 16	11 16	9 16	Note I 7 16	6 01		5.3	PAUL'S	83.5	Note I 7 16	9 41	10 57	12 57	2 57	4 56	7 19	9 23		11 30	Note I 12 38			PAUL'S ..4 CARS
ELLISON'S	6006		11 26	8 19	5 49	4 49	3 19	1 19	11 19	9 19	7 19	6 04		7.5	ELLISON'S	81.3	7 13	9 38	10 54	12 54	2 54	4 53	7 16	9 20		11 30	12 36			ELLISON'S ..13 CARS
AMBERS	6010		11 19	8 22	5 52	Note I 4 52	3 22	1 22	11 22	9 22	7 22	6 07		10 3	AMBERS	80 4	7 10	9 35	10 51	12 51	2 51	Note I 4 53	7 13	9 17		11 27	12 33			AMBERS ..8 CARS
WEBER	6013		11 12	8 25	5 55	4 55	3 25	1 25	11 25	9 25	7 25	6 10		12.7	WEBER	66 0	7 07	9 23	10 48	12 48	2 48	4 46	7 10	9 14		11 24	12 30			WEBER ..8 CARS
ROANOKE	6016		11 05	8 29	5 59	4 59	3 29	1 29	11 29	Note I 9 29	7 29	6 14		13 9	ROANOKE	42 9	7 03	Note I 9 20	10 44	12 44	2 44	4 44	7 06	9 10		11 21	12 27			ROANOKE ..16 CARS
MAHON	6018		11 01	8 33	6 03	5 03	3 33	1 33	11 33	9 33	7 33	6 17		17 7	MAHON	41 0	7 00	9 25	10 41	12 41	2 41	4 41	7 03	9 07		11 18	12 24			MAHON ..11 CARS
ZINT	6020		11 02	8 35	6 05	5 05	3 35	1 35	11 35	9 35	7 35	6 20		20 3	ZINT	39 6	6 57	9 22	10 38	12 38	2 38	4 38	7 00	9 04		11 16	12 21			ZINT ..7 CARS
LIME	6023		11 55	8 39	6 09	5 09	3 39	1 39	11 39	9 39	7 39	6 23		22 7	LIME	36 9	6 54	9 20	10 34	12 35	2 35	4 35	6 57	9 01		11 13	12 18			LIME ..11 CARS
McKEES	6024		11 57	8 41	6 09	5 09	3 39	1 39	11 39	9 39	7 39	6 24		22 8	McKEES	35 7	6 51	9 18	10 33	12 33	2 33	4 33	6 56	8 59		11 11	12 16			McKEES ..3 CARS
WHEEL	6025		11 50	8 43	6 11	5 11	3 41	1 41	11 41	9 41	7 41	6 26		24 8	WHEEL (Y)	34 2	6 49	9 16	10 31	12 31	2 31	4 31	6 53	8 57		11 09	12 14			WHEEL ..3 CARS
HUNTINGTON	6026		11 05	8 47	6 16	5 16	3 46	1 46	11 46	9 46	7 46	6 30		25 3	HUNTINGTON	33 4	6 45	9 12	10 27	12 27	2 27	4 27	6 49	8 53		11 05	12 10			HUNTINGTON
DIAMOND	6027			Note I 8 50	6 21	5 21	3 48	1 48	11 48	9 48	7 48	6 34		29 8	DIAMOND	33 0	6 41	9 09	10 24	12 24	2 24	4 24	6 46	Note I 8 50		11 01	Note I			DIAMOND ..8 CARS
MIAMI	6028			8 53	6 25	5 25	3 51	1 51	11 51	9 51	7 51	Note I 6 38		27 6	MIAMI	31 1	Note I 8 38	9 06	10 21	12 21	2 21	4 21	6 43	8 46		10 58				MIAMI ..5 CARS
POLAR	6030			8 56	6 28	5 28	3 54	1 54	11 54	9 54	7 54	6 41		30 0	POLAR	28 8	6 35	9 03	10 18	12 18	2 18	4 18	6 40	8 43		10 55				POLAR ..5 CARS
ANDREWS	6033			9 00	6 31	5 31	3 57	1 57	11 57	9 57	7 57	6 44		31 6	ANDREWS	27 2	6 32	9 00	10 15	12 15	2 15	4 15	6 37	8 40		10 52				ANDREWS ..5 CARS
COSS	6034			9 02	Note I 6 34	6 34	4 00	3 00	12 00	10 00	8 00	6 47		34 1	COSS	24 8	6 29	8 57	10 12	12 12	2 12	4 12	Note I 6 34	8 37		10 49				COSS ..7 CARS
FOX	6036			9 05	6 37	5 37	4 03	3 03	12 03	10 03	8 03	6 50		36 2	FOX	22 5	6 26	8 54	10 09	12 09	2 09	4 09	6 31	8 34		10 46				FOX ..6 CARS
LAGRO	6039			9 08	6 40	5 40	Note I 4 06	3 06	Note I 12 06	Note I 10 06	8 06	6 53		38 9	LAGRO	19 9	6 23	8 51	Note I 10 06	Note I 12 06	Note I 2 06	Note I 4 06	6 28	8 31		10 43				LAGRO ..3 CARS
STOUP	6041			9 11	6 43	5 43	4 09	3 09	12 09	10 09	8 09	6 56		41 0	STOUP	17 7	6 20	8 48	10 03	12 03	2 03	4 03	6 25	8 28		10 40				STOUP ..9 CARS
DILL	6043			9 14	6 46	5 46	4 12	3 12	12 12	10 12	8 12	6 59		43 9	DILL	15 8	6 17	8 45	10 00	12 00	2 00	4 00	6 22	8 25		10 37				DILL ..9 CARS
WABASH	6045			9 18	6 50	5 50	4 15	3 15	12 15	10 15	8 15	7 03		45 1	WABASH	13 7	6 14	8 41	9 56	11 56	1 56	3 56	6 17	8 20		10 33				WABASH ..15 CARS
WOLF	6047			9 22	6 54	5 54	4 19	3 19	12 19	10 19	8 19	7 07		46 6	WOLF	13 1	6 10	8 36	9 53	11 53	1 53	3 53	6 14	8 16		10 29				WOLF ..8 CARS
KINGS	6049			9 25	6 57	5 57	4 22	3 22	12 22	10 22	8 22	7 10		48 9	KINGS	9 8	6 07	8 33	9 50	11 50	1 50	3 50	6 11	8 13		10 26				KINGS ..8 CARS
BOYD	6051			9 28	7 00	6 00	4 25	3 25	12 25	10 25	8 25	7 13		50 5	BOYD	8 2	6 04	8 32	9 47	11 47	1 47	3 47	6 07	8 10		10 24				BOYD ..4 CARS
BUTT'S	6053			9 31	7 03	Note I 6 03	4 29	3 29	12 29	10 29	Note I 8 29	7 17		53 1	BUTT'S	5 6	6 01	Note I 8 29	9 44	11 44	1 44	3 44	Note I 6 03	8 07		10 21				BUTT'S ..9 CARS
HOOVER	6055			9 34	7 06	6 06	4 33	3 32	12 32	10 32	8 32	7 20		55 4	HOOVER	3 3	5 59	8 26	9 41	11 41	1 41	3 41	6 58	8 04		10 19				HOOVER ..5 CARS
SMITH	6058			9 39	7 10	6 10	4 37	3 37	12 37	10 37	8 37	7 24		57 8	SMITH	0 9	5 56	8 19	9 37	11 37	1 39	3 39	5 54	7 59		10 15				SMITH ..4 CARS
PERU	6059			9 45	7 15	6 15	4 42	3 42	12 42	10 42	8 42	7 32		58 7	PERU	0 0	5 47	8 10	9 30	11 30	1 30	3 30	5 45	7 50		10 07				PERU
			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
			Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve				Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	Lve	
			223	221	219	217	215	213	211	209	207	205	203	201			Note C 200	202	204	206	208	210	212	214	216	218	220	222	224	226	

HEAVY FACE TYPE denotes meeting points.

Note C Trains 200 and 205 run daily except Sundays, Thanksgiving, Christmas, New Year's, Decoration Day, July 4th and Labor Day.

Note E Trains 223 and 226 run on Saturdays and Sundays only.

L. M. Brown, Gen. Supt. Transportation

H. F. Coleman, Trainmaster.

GK

INDIANA SERVICE CORPORATION

NORTHERN DIVISION

TIME TABLE No. 52

Effective Sunday, September 30, 1934
At 4:01 A. M. Central Standard Time.

Superseding Time Table No. 50.
Destroy all Time Tables of previous date.

This Time Table for the government of employees only.

Read Special Instructions and Rules carefully.

FROM FORT WAYNE TO WATERLOO AND KENDALLVILLE, NORTH BOUND—READ DOWN

FROM WATERLOO AND KENDALLVILLE TO FORT WAYNE, SOUTH BOUND—READ UP

		FIRST CLASS																FIRST CLASS													
		Note A 522	Note A 520	518	516	514	512	510	508	506	504	502	MILES	STATIONS AND SIDINGS	MILES	501	503	505	507	509	511	513	515	517	Note A 519	Note A 521					
		Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.				Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.					
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		A. M. or P. M.		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
		11 05		8 15	5 45	4 30	2 15	12 30	10 15	8 00	7 30	0 0	0.0	FORT WAYNE	20 4	8 38	7 33	9 40	11 35	1 30	3 35	5 30	7 06		10 35							
		11 13		8 23	5 53	4 38	2 23	12 38	10 23	8 08	7 38	1 2	1.2	HOME	19 2	8 30	Will 7 25	9 31	11 26	1 21	3 26	5 21	6 58		10 26							
		11 14		8 24	5 54	4 39	2 24	12 39	10 24	8 09	7 39	1 4	1.4	McAFFEE	18 8	8 28	7 25	9 30	11 25	1 20	3 25	5 20	6 55		10 23							
		11 18		8 28	5 58	4 43	2 28	12 43	10 28	8 13	7 43	1 8	1.8	ADAMS	18 2	8 21	7 21	9 26	11 21	1 16	3 21	5 16	6 51		10 21							
		11 23		8 33	6 03	4 48	2 33	12 48	10 33	8 18	7 48	6 6	6.6	WALLEN	13 8	8 16	7 16	9 21	11 16	1 11	3 16	5 11	6 46		10 16							
		11 26		8 36	6 05	4 50	2 35	12 50	10 35	9 00	7 50	7 8	7.8	ROOT	12 6	8 14	7 14	9 19	11 14	1 09	3 14	5 09	6 44		10 14							
		11 28		8 38	6 08	4 53	2 38	12 53	10 38	9 03	7 53	9 7	9.7	GREEN	10 7	8 11	7 11	9 16	11 11	1 06	3 11	5 06	6 41		10 11							
		11 31		8 41	6 11	4 56	2 41	12 56	10 41	9 06	7 56	11 3	11.3	HUNTERTOWN	9 1	8 08	7 08	9 13	11 08	1 03	3 08	5 03	6 38		10 08							
		11 35		8 45	6 15	Will 5 00	2 45	1 00	10 45	Will 9 10	7 00	12 9	12.9	SHOAF	7 5	8 04	7 04	Will 9 10	11 04	Will 1 00	3 04	Will 5 00	6 34		10 04							
		11 36		8 46	6 16	5 01	2 46	1 01	10 46	9 11	7 01	13 3	13.3	Stoners(NYC Con.)	6 9	Will 8 03	7 03	9 06	11 03	12 58	3 03	4 58	6 33		10 03							
		11 40		8 50	6 20	5 05	2 50	1 05	10 50	9 15	7 05	15 0	15.0	PIT	4 6	8 00	Will 6 59	9 04	10 59	12 54	2 59	4 54	6 29		9 59							
		11 41		8 51	6 21	5 06	2 51	1 06	10 51	9 16	7 06	16 7	16.7	ENSLEY	3 7	7 58	6 58	9 03	10 58	12 53	2 58	4 53	6 28		9 58							
		11 43		8 53	6 23	5 08	2 53	1 08	10 53	9 18	7 08	18 0	18.0	HESS	2 4	7 56	6 56	9 01	10 56	12 51	2 56	4 51	6 26		9 56							
												18 3	18.3	CEDAR (PRR Con.)	2 1																	
		11 45		8 55	Will 6 25	5 10	Will 2 55	1 10	10 55	Will 9 20	7 10	19 7	19.7	WAGONER	0 7	7 54	6 54	8 59	Will 10 54	12 49	Will 2 54	4 49	Will 6 24		9 54							
		11 47		8 58	6 27	5 13	2 57	1 13	10 57	9 23	7 13	20 4	20.4	GARRETT	0 0	7 52	6 52	8 57	10 52	12 47	2 52	4 47	6 22		9 52							
		Note A 11 47		Will 8 58	6 27		3 57		10 57		8 02	20 4	20.4	GARRETT	11 6	8 52		8 57		12 47		4 47		Will 8 58		9 52						
		11 53		9 03	6 33		4 03		11 03		8 08	26 9	26.9	ALTONA	11 1	8 46		8 53		12 43		4 43		8 53		9 48						
		11 58		9 08	6 38		4 08		11 08		8 13	26 0	26.0	AVILLA	6 0	8 43		8 47		12 37		4 37		8 47		9 43						
		12 03		9 13	6 43		4 13		11 13		8 17	29 2	29.2	CONLOG	3 8	8 37		8 43		12 33		4 33		8 43		9 37						
		12 07		9 17	6 47		4 17		11 17		8 21	31 5	31.5	BIX	0 5	8 33		8 38		12 28		4 28		8 38		9 33						
		12 10		9 20	6 50		4 20		11 20		8 25	33 0	33.0	KENDALLVILLE	0 0	8 30		8 35		12 25		4 25		8 35		9 30						
			Note A 11 47		8 58		5 13		1 13		9 23	20 4	20.4	GARRETT	9 8		6 52		10 52		3 52		6 22		9 52						
			11 55		9 05		5 20		1 20		9 30	23 8	23.8	HOLMAN	6 6		6 44		10 44		3 44		6 14		9 44						
			11 59		9 09		5 24		1 24		9 34	25 3	25.3	AUBURN	5 0		6 40		10 40		3 40		6 10		9 40						
			12 10		9 20		5 35		1 35		9 45	30 2	30.2	WATERLOO	0 0		6 30		10 30		3 30		6 00		9 30						
																										Note A 9 30					
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		A. M. or P. M.		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
		Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.				Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.	Lve.					
		523	539	518	516	514	512	510	508	506	504	502				501	503	505	507	509	511	513	515	517	519	521					

HEAVY FACE TYPE denotes meeting points.

Note A. Trains No. 519, 520, 521, and 523 will run on Sundays, Thanksgiving, Christmas, New Years, Decoration Day, July 4, and Labor Day only.

L. M. Brown, Gen. Supt. Transportation.

H. F. Coleman, Trainmaster.

FORT WAYNE TO KENDALLVILLE AND WATERLOO

CENTRAL STANDARD TIME

	Miles	a.m. K	a.m. 508 W	a.m. 510 K	a.m. 514 W	a.m. 518 K	a.m. 522 W	a.m. 529 K	a.m. 530 W	a.m. 534 K	a.m. 538 W	a.m. 542 K	a.m. 546 W	a.m. 548 K	a.m. 554 W	a.m. 556 K
Lv. Fort Wayne ET	0	6 00	7 10	7 40	8 00	8 10	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50
Fort Wayne CT	0	6 00	7 10	7 40	8 00	9 10	8 11	8 20	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40
Wells Street	1	6 02	7 12	7 42	8 02	9 12	8 13	8 22	8 32	8 42	8 52	9 02	9 12	9 22	9 32	9 42
Wallen	3	6 06	7 16	7 46	8 06	9 16	8 17	8 26	8 36	8 46	8 56	9 06	9 16	9 26	9 36	9 46
Irene Byrer Hospital	4	6 07	7 17	7 47	8 07	9 17	8 18	8 27	8 37	8 47	8 57	9 07	9 17	9 27	9 37	9 47
Hunterstown	5	6 08	7 18	7 48	8 08	9 18	8 19	8 28	8 38	8 48	8 58	9 08	9 18	9 28	9 38	9 48
Etzler	7	6 10	7 20	7 50	8 10	9 20	8 21	8 30	8 40	8 50	9 00	9 10	9 20	9 30	9 40	9 50
Vandalia Crossing	9	6 12	7 22	7 52	8 12	9 22	8 23	8 32	8 42	8 52	9 02	9 12	9 22	9 32	9 42	9 52
Ar. Garrett	10	6 15	7 25	7 55	8 15	9 25	8 26	8 35	8 45	8 55	9 05	9 15	9 25	9 35	9 45	9 55
Lv. Garrett	10	6 45	7 55	8 25	8 45	9 55	8 56	9 05	9 15	9 25	9 35	9 45	9 55	10 05	10 15	10 25
Auburn Jct.	14	6 50	8 00	8 30	8 50	10 00	9 01	9 10	9 20	9 30	9 40	9 50	10 00	10 10	10 20	10 30
Auburn	15	6 53	8 03	8 33	8 53	10 03	9 04	9 13	9 23	9 33	9 43	9 53	10 03	10 13	10 23	10 33
Ar. Waterloo	20½	7 00	8 10	8 40	9 00	10 10	9 11	9 20	9 30	9 40	9 50	10 00	10 10	10 20	10 30	10 40

	Miles	p.m. K	p.m. 542 W	p.m. 546 K	p.m. 548 W	p.m. 554 K	p.m. 556 W
Lv. Fort Wayne ET	0	5 35	5 40	5 50	6 00	6 10	6 20
Fort Wayne CT	0	5 35	5 40	5 50	6 00	6 10	6 20
Wells Street	1	5 37	5 42	5 52	6 02	6 12	6 22
Wallen	3	5 41	5 46	5 56	6 06	6 16	6 26
Irene Byrer Hospital	4	5 42	5 47	5 57	6 07	6 17	6 27
Hunterstown	5	5 43	5 48	5 58	6 08	6 18	6 28
Etzler	7	5 45	5 50	6 00	6 10	6 20	6 30
Vandalia Crossing	9	5 47	5 52	6 02	6 12	6 22	6 32
Ar. Garrett	10	5 50	5 55	6 05	6 15	6 25	6 35
Lv. Garrett	10	6 00	6 05	6 15	6 25	6 35	6 45
Auburn Jct.	14	6 05	6 10	6 20	6 30	6 40	6 50
Auburn	15	6 08	6 13	6 23	6 33	6 43	6 53
Ar. Waterloo	20½	6 15	6 20	6 30	6 40	6 50	7 00

All trains of Indiana Service Corporation operate on Central Standard Time. For convenience of patrons the leaving and arriving time at Fort Wayne is shown both in Central Time (C. T.) and in Eastern Time (E. T.).

W—Through trains between Fort Wayne and Waterloo.

K—Through trains between Fort Wayne and Kendallville.

•—Through trains between Kendallville and Waterloo.

Passengers from Kendallville and Avilla for Auburn and Waterloo have a 10-minute lay-over at Garrett.

For connections with electric and steam road trains see Page 6.

KENDALLVILLE AND WATERLOO TO FORT WAYNE

CENTRAL STANDARD TIME

	Miles	a.m. 501 K	a.m. 503 W	a.m. 509 K	a.m. 513 W	a.m. 517 K	a.m. 521 W	a.m. 526 K	a.m. 527 W	a.m. 533 K	a.m. 535 W	a.m. 539 K	a.m. 543 W	a.m. 549 K	a.m. 551 W	a.m. 557 K
Lv. Kendallville	0	4 00	5 10	5 25	5 35	5 45	5 55	6 05	6 15	6 25	6 35	6 45	6 55	7 05	7 15	7 25
Lisbon	3	4 05	5 15	5 30	5 40	5 50	6 00	6 10	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30
Avilla	6	4 10	5 20	5 35	5 45	5 55	6 05	6 15	6 25	6 35	6 45	6 55	7 05	7 15	7 25	7 35
Altona	11	4 15	5 25	5 40	5 50	6 00	6 10	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40
Ar. Garrett	11½	4 25	5 35	5 50	6 00	6 10	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50
Lv. Waterloo	0	5 10	6 20	7 55	8 05	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35	9 45	9 55
Auburn Jct.	5	5 20	6 30	8 05	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35	9 45	9 55	10 05
Ar. Garrett	10	5 30	6 40	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35	9 45	9 55	10 05	10 15
Lv. Garrett	4	4 30	5 40	6 00	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10
Vandalia Crossing	5	4 35	5 45	6 05	6 25	6 35	6 45	6 55	7 05	7 15	7 25	7 35	7 45	7 55	8 05	8 15
Etzler	7	4 40	5 50	6 10	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20
Hunterstown	9	4 45	5 55	6 15	6 35	6 45	6 55	7 05	7 15	7 25	7 35	7 45	7 55	8 05	8 15	8 25
Irene Byrer Hospital	10	4 47	5 57	6 17	6 37	6 47	6 57	7 07	7 17	7 27	7 37	7 47	7 57	8 07	8 17	8 27
Wallen	11	4 48	5 58	6 18	6 38	6 48	6 58	7 08	7 18	7 28	7 38	7 48	7 58	8 08	8 18	8 28
Wells Street CT	13	4 50	6 00	6 20	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30
Ar. Fort Wayne ET	14	4 55	6 05	6 25	6 45	6 55	7 05	7 15	7 25	7 35	7 45	7 55	8 05	8 15	8 25	8 35
Ar. Fort Wayne CT	14	5 55	7 05	7 25	7 45	7 55	8 05	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35

	Miles	p.m. 501 K	p.m. 505 W	p.m. 509 K	p.m. 513 W	p.m. 517 K	p.m. 521 W	p.m. 525 K	p.m. 529 K	p.m. 533 K	p.m. 537 K	p.m. 539 W	p.m. 543 K	p.m. 549 K	p.m. 553 W	p.m. 557 K
Lv. Kendallville	0	4 00	5 10	5 25	5 35	5 45	5 55	6 05	6 15	6 25	6 35	6 45	6 55	7 05	7 15	7 25
Lisbon	3	4 05	5 15	5 30	5 40	5 50	6 00	6 10	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30
Avilla	6	4 10	5 20	5 35	5 45	5 55	6 05	6 15	6 25	6 35	6 45	6 55	7 05	7 15	7 25	7 35
Altona	11	4 15	5 25	5 40	5 50	6 00	6 10	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40
Ar. Garrett	11½	4 25	5 35	5 50	6 00	6 10	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50
Lv. Waterloo	0	5 10	6 20	7 55	8 05	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35	9 45	9 55
Auburn Jct.	5	5 20	6 30	8 05	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35	9 45	9 55	10 05
Ar. Garrett	10	5 30	6 40	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35	9 45	9 55	10 05	10 15
Lv. Garrett	4	4 30	5 40	6 00	6 20	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10
Vandalia Crossing	5	4 35	5 45	6 05	6 25	6 35	6 45	6 55	7 05	7 15	7 25	7 35	7 45	7 55	8 05	8 15
Etzler	7	4 40	5 50	6 10	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20
Hunterstown	9	4 45	5 55	6 15	6 35	6 45	6 55	7 05	7 15	7 25	7 35	7 45	7 55	8 05	8 15	8 25
Irene Byrer Hospital	10	4 47	5 57	6 17	6 37	6 47	6 57	7 07	7 17	7 27	7 37	7 47	7 57	8 07	8 17	8 27
Wallen	11	4 48	5 58	6 18	6 38	6 48	6 58	7 08	7 18	7 28	7 38	7 48	7 58	8 08	8 18	8 28
Wells Street CT	13	4 50	6 00	6 20	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10	8 20	8 30
Ar. Fort Wayne ET	14	4 55	6 05	6 25	6 45	6 55	7 05	7 15	7 25	7 35	7 45	7 55	8 05	8 15	8 25	8 35
Ar. Fort Wayne CT	14	5 55	7 05	7 25	7 45	7 55	8 05	8 15	8 25	8 35	8 45	8 55	9 05	9 15	9 25	9 35

BETWEEN KENDALLVILLE AND WATERLOO

CENTRAL STANDARD TIME

	Miles	a.m. 501 K	a.m. 505 W	a.m. 509 K	a.m. 513 W	a.m. 517 K	a.m. 521 W	a.m. 525 K	a.m. 529 K	a.m. 533 K	a.m. 537 K	a.m. 539 W	a.m. 543 K	a.m. 549 K	a.m. 553 W	a.m. 557 K
Lv. Kendallville	0	4 00	5 10	5 25	5 35	5 45	5 55	6 05	6 15	6 25	6 35	6 45	6 55	7 05	7 15	7 25
Ar. Waterloo	11	4 47	5 57	6 12	6 22	6 32	6 42	6 52	7 02	7 12	7 22	7 32	7 42	7 52	8 02	8 12

	Miles	p.m. 501 K	p.m. 505 W	p.m. 509 K	p.m. 513 W	p.m. 517 K	p.m. 521 W	p.m. 525 K	p.m. 529 K	p.m. 533 K	p.m. 537 K	p.m. 539 W	p.m. 543 K	p.m. 549 K	p.m. 553 W	p.m. 557 K
Lv. Kendallville	0	4 00	5 10	5 25	5 35	5 45	5 55	6 05	6 15	6 25	6 35	6 45	6 55	7 05	7 15	7 25
Ar. Waterloo	11	4 47	5 57	6 12	6 22	6 32	6 42	6 52	7 02	7 12	7 22	7 32	7 42	7 52	8 02	8 12

The Mid-West's Great Electric Railway Network

The inter-connected electric railway lines of Indiana, Ohio, southern Michigan and western Pennsylvania operate a total of 5,000 miles of track, reaching some 800 cities and towns. The great network of lines of which the Indiana Service Corporation is a part, has had a profound effect upon the growth and industrial development of the middle west.

Fast and reliable freight service between all principal cities in this area is made possible by the co-ordinated operations of these lines. Between Fort Wayne and Detroit, Cincinnati and Toledo, Dayton and Cleveland, Indianapolis and Cincinnati and many other points, through cars are operated daily, providing overnight delivery of all shipments. With their modern freight cars and well equip-

INDIANA SERVICE CORPORATION, Marion and Bluffton Division

TIME TABLE No. 28

Effective Sunday, April 26, 1931

Superseding Time Table No. 27

4 01 Central Standard Time

EAST BOUND—Read Down

Daily 66	Daily 64	Daily 62	Daily 60	Daily 58	Daily 56	Daily 54	Daily 52	Daily	TRAIN No.
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Miles	STATION
7 50	6 55	5 10	3 30	11 40	9 45	7 10	5 30	0 00	Marion
7 51	6 51	5 11	3 31	11 41	9 46	7 11	5 31	0 03	Marion Spur
7 52	6 52	5 12	3 32	11 42	9 47	7 12	5 32	0 70	McClure's Siding
7 57	6 57	5 17	3 37	11 47	9 52	7 17	5 37	2 94	Feighner Siding
8 01	7 01	5 21	3 41	11 51	9 56	7 21	5 41	5 10	Hirke Siding
8 04	7 04	5 24	3 44	11 54	9 59	7 24	5 44	6 84	Oil Siding
8 08	7 08	5 28	3 48	11 58	10 03	7 28	5 48	9 33	Race Siding
8 12	7 12	5 32	3 52	12 02	10 07	7 32	5 52	11 50	Van Buren "Y"
8 17	7 17	5 36	3 56	12 06	10 11	7 36	5 56	13 77	Studebaker Siding
8 18	7 18	5 37	4 00	12 09	10 14	7 38	5 58	14 55	Barnes Siding
8 25	7 25	5 43	4 06	12 15	10 20	7 45	6 03	16 37	Warren "Y"
8 34	7 34	5 51	4 14	12 24	10 28	7 54	6 11	19 21	Fair Siding
8 40	7 40	6 00	4 20	12 30	10 34	8 00	6 17	21 12	Buckeye Siding
8 45	7 45	6 05	4 25	12 37	10 39	8 06	6 22	22 87	Liberty Center
8 49	7 49	6 09	4 29	12 41	10 43	8 09	6 26	24 04	Fluher Siding
8 55	7 55	6 15	4 35	12 47	10 49	8 15	6 32	25 90	N.K.P. Transfer
8 56	7 56	6 16	4 36	12 48	10 50	8 16	6 33	26 20	Car House
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	Miles	Bluffton
66	64	62	60	58	56	54	52		STATION

Full faced type with small numbers above indicate schedule meeting points.

Daily 51	Daily 53	Daily 55	Daily 57	Daily 59	Daily 61	Daily 63	Daily 65	TRAIN No.
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	STATION
31 80	6 40	8 20	11 15	2 20	4 15	6 20	7 35	Marion
31 50	6 30	8 10	11 05	2 10	4 05	6 10	7 25	Upland
31 10	6 00	7 40	10 35	1 40	3 35	5 40	6 50	Gas City
28 90	4 33	6 18	9 13	0 18	2 13	4 14	5 28	Jonesboro
26 70	4 26	6 08	9 01	0 04	2 00	4 00	5 13	Summitville
24 83	4 20	6 02	8 55	11 58	1 54	3 54	5 07	Van Buren
22 47	4 06	5 48	8 41	11 44	1 40	3 40	4 53	Mier
21 60	4 01	5 43	8 36	11 39	1 35	3 35	4 48	Warren
21 07	3 57	5 38	8 31	11 34	1 30	3 30	4 43	Fair Siding
19 25	3 51	5 32	8 25	11 28	1 24	3 24	4 37	Buckeye Siding
18 25	3 46	5 27	8 20	11 23	1 19	3 19	4 32	Liberty Center
15 23	3 33	5 14	8 07	11 10	1 06	3 06	4 19	Fluher Siding
14 36	3 30	5 11	8 04	11 07	1 03	3 03	4 16	N.K.P. Transfer
10 86	3 14	4 55	7 48	10 51	12 47	2 47	4 00	Car House
9 84	3 08	4 49	7 42	10 45	12 41	2 41	3 54	Bluffton
4 46	2 53	4 34	7 27	10 30	12 26	2 26	3 39	Keystone
3 96	2 47	4 28	7 21	10 24	12 20	2 20	3 33	Montpelier
1 90	2 33	4 14	7 07	10 10	12 06	2 06	3 19	Hartford City
1 22	2 24	4 05	6 58	10 01	11 57	1 57	3 10	Ridgeville
0 00	2 17	3 58	6 51	9 54	11 50	1 50	3 03	Muncie
Miles	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	STATION
	51	53	55	57	59	61	63	65

WEST BOUND—Read Up

H. F. COLEMAN, Trainmaster.

L. M. Brown, General Supt. Interurban Lines.

HENRY BUCHER, Vice President

GK

FORT WAYNE TO LAFAYETTE AND INDIANAPOLIS

CENTRAL STANDARD TIME

	Pop.	Miles	Loc. a.m.	Loc. 3 a.m.	F 5 a.m.	L 9 a.m.	L 11 a.m.	L 13 a.m.	F 15 a.m.	Loc. 17 a.m.	L 19 p.m.	L 21 p.m.	Loc. 23 p.m.	Loc. 25 p.m.	F* 27 p.m.	L 29 p.m.
Lv. Fort Wayne ET	118000	0		5 40	8 00		10 00	12 00	1 00	2 00	4 00	5 15	6 00	8 20	9 30	11 10
Lv. Fort Wayne CT		0		6 40	7 00		9 00	11 00	12 00	1 00	3 00	4 15	5 00	5 20	8 30	10 10
Country Club							12 11	1 11	2 11		4 12	5 27	6 12	6 32	8 42	10 22
Roanoke	760	16		5 12	7 28		9 29	11 29	12 34		3 29	4 56	5 32		9 00	10 40
Huntington	16000	26	5 40	6 27	7 49		9 50	11 45	12 51	2 42	3 47	5 15	5 52	6 02	9 17	11 09
Andrews	1071	32	5 55		8 02		9 59	12 00	1 03		3 59	5 28			9 30	
Lagro	515	39	6 08		8 14		10 12	12 11	1 15		4 12	5 41			9 43	
Walnut	8672	45	6 19		8 29		10 25	12 25	1 27	2 13	4 25	5 56		6 36	9 53	
Boyds Park	178	51	6 28		8 38		10 34	12 34	1 36		4 34	6 07			10 02	
Ar. Peru	12410	59	6 47		8 55		10 52	12 52	1 55	2 40	4 52	6 30		7 00	10 20	
Lv. Peru	12410	59	7 10		9 00		11 15	1 00		2 48	5 00			7 00		
Kokomo	30067	79	7 53		9 40		11 51	1 43		3 25	5 45			7 45		
Tipton	4900	94	8 20		10 15		12 20	2 25		4 00	6 25			8 39		
Noblesville	4989	112	8 55		10 46		1 00	2 55		4 35	7 00			9 15		
Ar. Indianapolis	315000	138	9 55		11 55		1 55	3 58		5 20	7 60			9 40		
Lv. Peru	12410	59	6 47		9 00	10 55	12 52			2 48	4 52	7 00				10 20
Lewisburg	280	67	7 03		9 16	11 10	1 10			3 01	5 09	7 21				10 36
Country Club			7 09		9 21	11 15	1 15			3 06	5 14	7 26				10 41
Logansport	21828	78	7 24		9 35	11 30	1 30			3 22	5 28	7 35				10 57
Clymers	138	82	7 36		9 48	11 43	1 42			3 35	5 40	7 48				11 07
Burrows	225	86	7 47		9 56	11 50	1 48			3 44	5 48	7 54				11 13
Burrows	291	90	7 55		10 01	11 55	1 54			3 51	5 52	8 01				11 18
Rockfield	2086	96	8 03		10 10	12 05	2 03			4 00	6 01	8 11				11 28
Delphi	2577	101	8 13		10 20	12 16	2 13			4 10	6 12	8 22				11 38
Colburn	242	105	8 21		10 27	12 24	2 22			4 20	6 20	8 31				11 46
Bunk Creek	300	110	8 45		10 35	12 50	2 45			4 45	6 45	8 58				12 06
Ar. Lafayette	30000	114														

LAFAYETTE AND INDIANAPOLIS TO FORT WAYNE

CENTRAL STANDARD TIME

	Miles	L 1 a.m.	Loc. 4 a.m.	Loc. 6 a.m.	Loc. 8 a.m.	Loc. 10 a.m.	F* 12 a.m.	L 14 p.m.	L 16 p.m.	F 18 p.m.	Loc. 20 p.m.	Loc. 22 p.m.	Loc. 24 p.m.	Loc. 26 p.m.	F 28 p.m.	Loc. 30 p.m.
Lv. Lafayette	0			6 45				9 00	12 05		2 35	4 00	6 00	7 35		11 00
Bunk Creek	9			7 12				9 26	12 30		3 00	4 30	6 30	8 03		11 30
Colburn	13			7 18				9 32	12 36		3 04	4 36	6 36	8 08		11 36
Delphi	18			7 25				9 40	12 44		3 13	4 43	6 43	8 16		11 41
Rockfield	28			7 39				9 53	12 57		3 27	4 57	6 56	8 29		11 54
Burrows	34			7 47				10 00	1 03		3 35	4 58	7 02	8 35		12 00
Clymers	38							10 07	1 09		3 44	5 04	7 08	8 41		12 08
Logansport	38			6 00	8 08			10 20	1 22		4 00	5 16	7 21	8 54		12 20
Burrows				6 14	8 23			10 34	1 37		4 15	5 31	7 36	9 07		
Country Club				6 19	8 28			10 39	1 42		4 20	5 36	7 43	9 12		
Lewisburg	47			6 37	8 50			10 57	1 59		4 41	5 55	8 05	9 30		
Ar. Peru	55															
Lv. Indianapolis	0							11 00	1 00			3 00	5 00			7 00
Noblesville	24							12 00	1 57			4 00	6 07			8 00
Tipton	41							12 30	2 28			4 30	6 38			8 30
Kokomo	67							1 15	2 58			5 15	7 15			9 05
Ar. Peru	77							1 30	3 15			5 30	7 50			9 40
Lv. Peru	55			4 45	6 37			9 30	11 00	2 00	3 30	4 41	6 36	8 03		9 45
Boyds Park	63			5 01	6 54				11 16	2 16	3 46	4 58	6 53	8 22		10 00
Walnut	69			5 10	7 03			9 58	11 26	2 26	3 56	5 08	7 03	8 32		10 10
Lagro	75			5 22	7 15				11 01	2 40		5 20	8 01	8 50		10 28
Andrews	82			5 33	7 27				11 01	2 40		5 30	8 01	8 50		10 28
Huntington	88	4 45		5 43	7 39			9 30	10 26	2 12	4 24	5 51	7 03	8 58		10 40
Roanoke	98	5 00		6 02	7 59			9 45		12 23	3 19	6 13	7 19	9 28		10 54
Country Club		5 05		6 07	8 14			10 14		12 28	3 24	6 18	7 24	9 33		11 04
Ar. Fort Wayne CT	114	5 30		6 40	8 30			10 30	11 10	12 55	3 50	6 50	8 00	9 58		11 30
Ar. Fort Wayne ET		6 30		7 40	9 30			11 30	12 10	1 55	4 50	7 50	9 00	10 58		12 30

NOTES

All trains of Indiana Service Corporation operate on Central Standard Time. For convenience of patrons the leaving and arriving time at Fort Wayne is shown both in Central Time (C. T.) and in Eastern Time (E. T.).

•—Trains 12 and 25, WABASH VALLEY FLYERS, carry Parlor Dining Cars between Fort Wayne and Indianapolis. See Page 1.

F—Flyers. High class steel trains running through between Fort Wayne and Indianapolis, making county seat stops only.

L—Limited Trains, making all town stops on signal, unless otherwise noted.

Loc.—Local Trains.

All limited trains will stop at Lewisburg, Logansport Country Club, Limekiln and Pottowattomie Point on signal.

†—Trains 2 and 3 daily except Sunday, Decoration Day, July 4th and Labor Day.

Train 5 makes all station stops and does local work, Huntington to Peru.

Train 9 does local work from Peru to Lafayette.

Train 11 does local work, on Saturdays only, from Fort Wayne to Huntington.

Train 27 does local work, Fort Wayne to Lafayette.

Train 28 will stop at Boyd Park, Lagro, Andrews, and Roanoke to discharge passengers, or, on flag, to pick up passengers.

For connections with electric and steam road trains see page 6.

SPECIAL CAR SERVICE FOR LARGE PARTIES

Special cars may be chartered at any time for travel between points on the Indiana Service Corporation system and connecting electric railways. Clubs, lodges, church and school organizations find this service especially convenient and economical for summer outings or trips to conventions, games or similar affairs. You travel comfortably and swiftly to your destination, relieved of all the worries and dangers of driving on congested highways—and a chartered car keeps the party together. The rates are surprisingly low.

For further information ask any Indiana Service Corporation agent—or write the Traffic Department, Room 204, Utility Building, Fort Wayne, Indiana. (Tel. A-1831.)

FORT WAYNE TO MARION AND INDIANAPOLIS

CENTRAL STANDARD TIME

	Pop.	Miles	‡	F 51 a.m.	L 53 a.m.	*F 55 a.m.	‡	L 57 a.m.	L 59 p.m.	Loc. 61 p.m.	Loc. 863 p.m.	F 65 p.m.	Loc. 67 p.m.	L 69 p.m.	L 71 p.m.
Lv. Fort Wayne ET	118000	0		7 30	9 05	11 20	12 00	1 00	3 00	4 00	5 05	5 15	8 05	9 00	11 00x
Fort Wayne CT		0		6 30	8 05	10 20	11 00	12 00	2 00	3 00	4 05	4 15	7 05	8 00	10 00x
Waynedale	950	5			8 19		11 20	12 14	2 14	3 15	4 22		5 20	8 18	10 18x
Yoder	350	12			8 25		11 30	12 21	2 21	3 27	4 34		5 27	8 27	10 28x
Ossian	724	15			8 33		11 35	12 29	2

BE SURE YOU ARE RIGHT—THEN GO AHEAD

PERU—LAFAYETTE

WEST BOUND TRAINS

FIRST CLASS

Distance in Miles from Fort Wayne	STATION AND SIDING NAMES	Daily Express 251 A M	Daily Express 253 A M	Daily Express 255 A M	Daily Express 257 P M	Daily Express 259 P M	Daily Express 261 P M	Daily Express 263 P M
58.7	FORT WAYNE	6.30	9.30	11.30	1.30	3.20	5.30	7.40
59.4	PERU	6.34	9.24	11.34	1.34	3.24	5.34	7.44
60.7	GRANT	6.39	9.28	11.38	1.38	3.28	5.38	7.49
61.6	GAS	6.40	9.30	11.40	1.40	3.30	5.40	7.51
64.2	OGLE	6.43	9.33	11.43	1.43	3.33	5.42	7.54
66.7	SHURK	6.46	9.36	11.46	1.46	3.36	5.45	7.57
70.1	JONES	6.50	9.40	11.50	1.50	3.40	5.49	8.01
70.7	KEEFER	6.51	9.41	11.51	1.51	3.41	5.50	8.02
72.0	BAKER	6.53	9.43	11.53	1.53	3.43	5.52	8.03
73.3	L.R.R. JCT.	6.55	9.45	11.55	1.55	3.45	5.53	8.04
74.3	DORNER	6.57	9.47	11.57	1.57	3.47	5.55	8.06
75.7	LOGANSPORT	7.05	9.55	12.05	2.05	3.55	6.02	8.12
76.5	LINK	7.09	9.59	12.09	2.09	3.59	6.06	8.16
79.3	PORTER	7.14	10.04	12.14	2.14	4.04	6.10	8.20
81.4	CLYMERS	7.17	10.08	12.17	2.17	4.06	6.13	8.24
83.3	GRAYS	7.20	10.11	12.20	2.20	4.11	6.16	8.28
85.1	BURROWS	7.23	10.16	12.23	2.23	4.15	6.20	8.31
87.9	MARTINS	7.26	10.18	12.26	2.26	4.18	6.23	8.34
89.5	ROCKFIELD	7.29	10.22	12.30	2.30	4.22	6.26	8.38
91.6	LOYS	7.32	10.26	12.33	2.33	4.26	6.29	8.41
93.5	MEARS	7.35	10.29	12.36	2.36	4.29	6.31	8.44
95.2	CAMDEN	7.39	10.32	12.39	2.39	4.32	6.33	8.47
96.2	DELPHI (Y)	7.43	10.35	12.43	2.43	4.35	6.37	8.51
98.0	SPRING	7.46	10.39	12.46	2.46	4.39	6.41	8.54
100.1	VONN	7.49	10.41	12.49	2.49	4.41	6.44	8.57
101.1	COLBURN	7.53	10.45	12.53	2.53	4.45	6.48	9.01
102.1	ELM	7.56	10.48	12.56	2.56	4.48	6.51	9.05
104.7	BUCK CREEK	7.59	10.51	12.59	2.59	4.51	6.54	9.08
106.4	PENCE	8.02	10.54	1.02	3.02	4.54	6.57	9.11
108.7	HILEMAN	8.05	10.57	1.05	3.05	4.57	7.00	9.15
110.5	VALE	8.08	11.00	1.08	3.08	5.00	7.03	9.18
111.3	MONON	8.20	11.10	1.20	3.20	5.10	7.15	9.30
113.3	LAFAYETTE	Express 251 A M	Express 253 A M	Express 255 P M	Express 257 P M	Express 259 P M	Express 261 P M	Express 263 P M

Schedule No. 44 In Effect April 26, 1931

6

GK

BE SURE YOU ARE RIGHT—THEN GO AHEAD

LAFAYETTE—PERU

EAST BOUND TRAINS

FIRST CLASS

Distance in Miles from Lafayette	STATION AND SIDING NAMES	Daily Express 252 A M	Daily Express 254 A M	Daily Express 256 P M	Daily Express 258 P M	Daily Express 260 P M	Daily Express 262 P M	Daily Express 264 P M
54.6	FORT WAYNE	8.10	8.40	11.20	1.20	3.20	5.20	7.10
53.9	PERU	6.20	8.34	11.14	1.14	3.14	5.14	7.04
52.7	GRANT	6.14	8.30	11.10	1.10	3.10	5.10	7.00
51.7	GAS	6.11	8.28	11.08	1.08	3.08	5.08	6.58
49.1	OGLE	6.10	8.25	11.05	1.05	3.05	5.05	6.55
46.7	SHURK	6.07	8.22	11.02	1.02	3.02	5.02	6.52
43.3	LEWISBURG	6.04	8.18	10.58	12.58	2.58	4.58	6.48
42.6	JONES	5.59	8.17	10.57	12.57	2.57	4.57	6.47
41.5	KEEFER	5.58	8.15	10.55	12.55	2.55	4.55	6.45
40.0	BAKER	5.56	8.13	10.53	12.53	2.53	4.53	6.43
39.1	L.R.R. JCT.	5.54	8.11	10.51	12.51	2.51	4.51	6.41
37.8	DORNER	5.52	8.08	10.48	12.45	2.45	4.45	6.36
36.8	LOGANSPORT	5.45	8.00	10.40	12.41	2.41	4.41	6.32
34.1	LINK		7.57	10.37	12.38	2.38	4.38	6.29
32.0	PORTER		7.54	10.34	12.35	2.35	4.35	6.26
30.0	CLYMERS		7.51	10.31	12.32	2.32	4.32	6.23
28.2	GRAYS		7.48	10.28	12.29	2.29	4.29	6.20
25.5	BURROWS		7.45	10.25	12.26	2.26	4.26	6.15
23.8	MARTINS		7.42	10.22	12.22	2.22	4.22	6.12
21.7	ROCKFIELD		7.38	10.18	12.18	2.18	4.18	6.09
19.8	LOYS		7.35	10.15	12.15	2.15	4.15	6.05
18.1	MEARS		7.31	10.12	12.12	2.12	4.12	6.02
17.1	CAMDEN		7.28	10.10	12.10	2.10	4.10	5.58
15.3	DELPHI (Y)		7.25	10.06	12.06	2.06	4.06	5.55
13.2	SPRING		7.22	10.02	12.02	2.02	4.02	5.52
12.2	VONN							
11.2	COLBURN		7.18	9.58	11.58	1.58	3.58	5.48
8.6	ELM		7.15	9.55	11.65	1.55	3.55	5.45
7.0	BUCK CREEK		7.12	9.52	11.52	1.52	3.52	5.42
4.7	PENCE		7.08	9.48	11.48	1.48	3.48	5.38
2.8	HILEMAN		7.04	9.44	11.44	1.44	3.44	5.34
2.0	VALE		7.01	9.41	11.41	1.41	3.41	5.31
0.0	MONON		6.50	9.30	11.30	1.30	3.30	5.20
	LAFAYETTE	Express 252 A M	Express 254 A M	Express 256 A M	Express 258 P M	Express 260 P M	Express 262 P M	

Schedule No. 44 In Effect April 26, 1931

7

Excerpt from operating timetable #44 in effect April 26, 1931.

INDIANA SERVICE CORPORATION

FT. WAYNE—LAFAYETTE DIVISION

GOOD ONLY FOR CONTINUOUS PASSAGE TO STATION INDICATED BY PUNCH MARK.

PASSENGER'S RECEIPT FOR CASH FARE PAID AND MUST BE RETAINED UNTIL CALLED FOR BY CONDUCTOR.

NOTICE TO PASSENGER—See that this ticket is properly punched to indicate stations from and to which you have paid fare; amount of fare paid; date issued. If not correctly punched, the ticket is void and you should notify conductor. RETAIN THIS TICKET UNTIL YOU REACH YOUR DESTINATION. If presented by other than the person to whom issued, this ticket will be taken up and regular fare collected.

Maurice Railway Dept.

Cents

DATE

25 1 1 JAN.
26 14 2 FEB.
27 15 3 MAR.
28 16 4 APRIL
29 17 5 MAY
30 18 6 JUNE
31 19 7 JULY
20 8 AUG.
21 9 SEPT.
22 10 OCT.
23 11 NOV.
24 12 DEC.

1923 1924

Ticket
Express
DOG
HALF FARE
Coupon Train No.

No. C 23 1 1 2 2

FT. WAYNE
PERU

Lewisburg Oak Grove Lima Rivis Point Front LOGANSPORT CLYMERS BURROWS MARTINS ROCKFIELD DELPHI (Y) BUCK CRK Gualma Springdale LAFAYETTE

Hamilton Road Arcadia Riverside Mon. C. Road ASHBURG Fox LA GRO WABASH Ground Floor PERU

STOW RUNNING TIME

FARE PAID

Cents (Lunch Tkts)

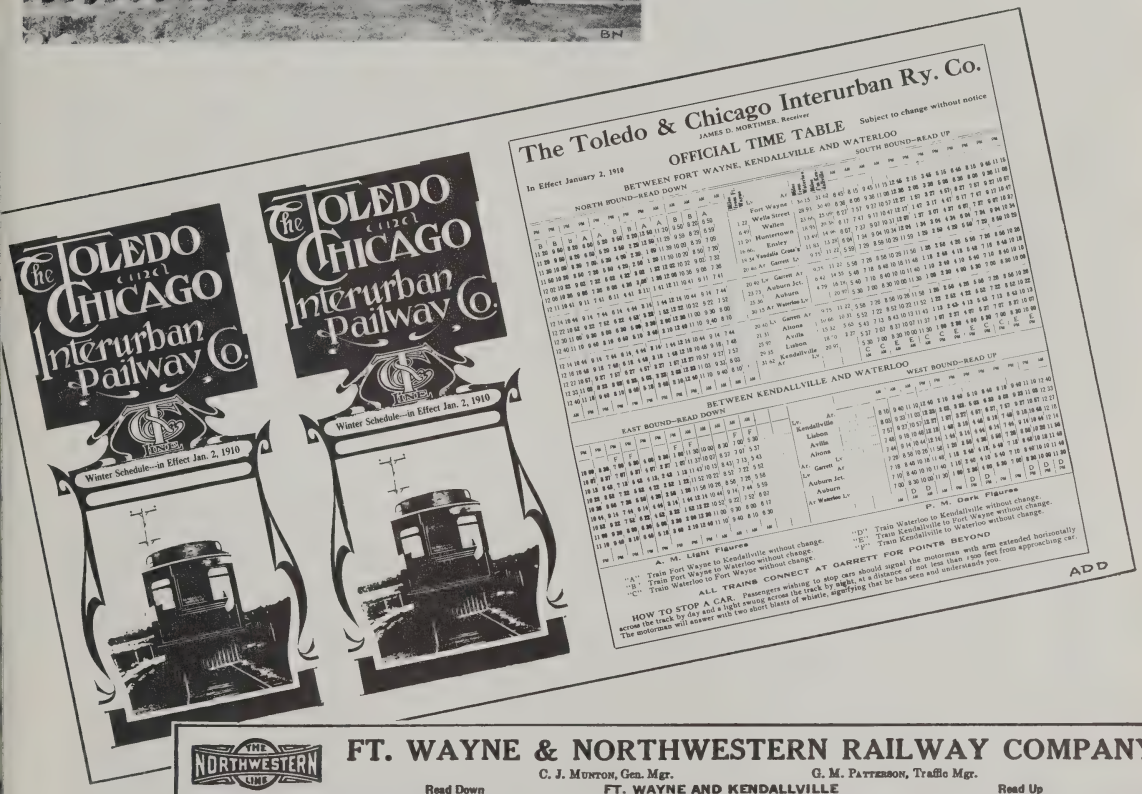
* 77
* 54
* 61
* 41

Extra insulation under trolley base of this Toledo & Chicago Interurban Railway car was a precaution required by its 3300 volt AC trolley system. Fresh, unballasted track dates picture to opening of line in 1907.





In 1913, Toledo & Chicago became Ft. Wayne & Northwestern and at this time it changed to the 600-volt trolley system, as shown on car 5.



THE NORTHWESTERN LINE

FT. WAYNE & NORTHWESTERN RAILWAY COMPANY

C. J. MUNTON, Gen. Mgr. G. M. PATTERSON, Traffic Mgr.

FT. WAYNE AND KENDALLVILLE

Read Down | Read Up

b	b	a	a	b	b	a	a	b	b	a	a	Mil	STATIONS	c	c	d	d	e	e	d	c	c	d	d	c	c	d
11 47	10 17	8 47	7 05	6 49	4 33	3 29	2 19	1 09	11 59	10 49	9 39	8 29	7 19	5 59	0	Lv....xFort Wayne....Ar	6 49	8 09	9 19	1029	11 39	12 49	1 59	3 09	4 19	5 29	6 39	7 50	8 45	1015	11 45
11 55	10 25	8 55	7 14	6 59	4 43	3 39	2 29	1 19	12 09	10 59	9 49	8 39	7 29	6 09	1	....Wells Street....	6 39	7 59	9 09	1019	11 29	12 39	1 49	2 59	4 09	5 19	6 29	7 42	8 37	1007	11 37
12 06	10 36	9 06	7 28	6 15	5 05	3 55	2 45	1 35	12 25	11 15	10 05	8 55	7 45	6 25	6	....Wallen....	6 25	7 45	8 55	1005	11 15	12 25	1 35	2 45	3 55	5 05	6 15	7 28	8 23	9 57	11 27
12 18	10 48	9 18	7 38	6 26	5 16	4 06	2 56	1 46	12 36	11 26	10 16	9 06	7 56	6 35	11	....xHuntertown....	6 14	7 34	8 44	9 54	11 04	12 14	1 24	2 34	3 44	4 54	6 04	7 16	8 17	9 47	11 17
12 31	11 01	9 31	7 51	6 39	5 29	4 19	3 09	1 59	12 49	11 39	10 29	9 19	8 09	6 46	17	....Ensley....	6 01	7 21	8 31	9 41	10 51	12 01	1 11	2 21	3 31	4 41	5 51	7 01	8 06	9 36	11 06
12 41	11 11	9 41	8 01	6 50	5 40	4 30	3 20	2 10	1 00	11 50	10 40	9 30	8 20	6 55	20	....xGarrett....	5 50	7 10	8 20	9 30	10 40	11 50	1 00	2 10	3 20	4 30	5 40	6 50	7 55	9 25	10 55
12 41	11 11	9 41	8 01	6 50	5 40	4 30	3 20	2 10	1 00	11 50	10 40	9 30	8 20	7 00	20	....xGarrett....	5 50	6 55	8 20	9 30	10 40	11 50	1 00	2 10	3 20	4 30	5 40	6 50	7 55	9 25	10 55
12 50	11 20	9 49	8 09	6 59	5 49	4 39	3 29	2 19	1 09	11 59	10 49	9 39	8 29	7 09	24	....Auburn Junc....	5 45	6 46	8 11	9 21	10 31	11 41	12 51	2 01	3 11	4 21	5 31	6 41	7 46	9 16	10 47
12 57	11 27	9 56	8 16	7 06	5 56	4 46	3 36	2 26	1 16	12 06	10 56	9 46	8 36	7 15	25	....xAuburn....	5 34	6 39	8 04	9 14	10 24	11 34	12 44	1 54	3 04	4 14	5 24	6 34	7 39	9 09	10 39
1 10	11 40	1010	8 30	7 20	6 10	5 00	3 50	2 40	1 30	12 20	11 10	1000	8 50	7 20	30	....xWaterloo....	5 20	6 25	7 50	9 00	10 10	11 20	12 30	1 40	2 50	4 00	5 10	6 20	7 25	8 55	10 25
12 41	11 11	9 41	8 04	6 50	5 40	4 30	3 20	2 10	1 00	11 50	10 40	9 30	8 20	6 55	20	....xGarrett....	b 50	6 55	8 20	9 30	10 40	11 50	1 00	2 10	3 20	4 30	5 40	6 50	7 55	9 25	10 55
12 46	11 16	9 46	8 06	6 55	5 45	4 35	3 25	2 15	1 05	11 55	10 45	9 35	8 25	7 00	21	....Altona....	5 45	6 50	8 15	9 25	10 35	11 45	12 55	2 05	3 15	4 25	5 35	6 45	7 50	9 20	10 50
12 55	11 25	9 55	8 15	7 04	5 54	4 44	3 34	2 24	1 14	12 04	10 54	9 44	8 34	7 09	26	....xAvilla....	5 36	6 41	8 06	9 16	10 26	11 36	12 46	1 56	3 06	4 16	5 26	6 36	7 41	9 11	10 41
1 00	11 30	10 00	8 20	7 09	5 59	4 49	3 39	2 29	1 19	12 09	10 59	9 49	8 39	7 15	29	....Lisbon....	5 30	6 35	8 00	9 10	10 20	11 30	12 40	1 50	3 00	4 10	5 20	6 30	7 35	9 05	10 35
1 06	11 36	10 06	8 26	7 15	6 06	4 55	3 45	2 35	1 25	12 16	11 05	9 55	8 45	7 20	32	Ar....xKendallville....Lv	5 25	6 30	7 55	9 55	10 15	11 25	2 30	45	2 55	4 05	5 15	6 25	7 30	9 00	10 30

a Through train Fort Wayne to Kendallville. trains connect at Garrett for points beyond.

b Through train Fort Wayne to Waterloo.

c Through train Waterloo to Fort Wayne.

d Through train Kendallville to Fort Wayne. All

KENDALLVILLE AND WATERLOO

Read Down | Read Up

f	f	f		f	f			e	e	e	e
10 30	9 00	7 30		9 05	7 55	6 30	5 25	Lv....xKendallville....Ar		7 20	8 45		8 26	10 06	11 36	1 06
10 35	9 05	7 35		9 10	8 00	6 35	5 30	....Lisbon....		7 15	8 39		8 20	10 00	11 30	1 00
10 41	9 11	7 41		9 16	8 06	6 41	5 36	....xAvilla....		7 09	8 34		8 15	9 55	11 25	12 55
10 50	9 20	7 50	And every hour and 10 min. until 6.25, 7.30.	9 25	8 15	6 50	5 45	....Altona....	And every hour and 10 min. until 6.20, 7.25.	7 00	8 25	And every hour and 10 min. until 6.20, 7.25.	8 06	9 46	11 16	12 46
10 55	9 25	7 55		9 30	8 20	6 55	5 50	Ar....xGarrett....Lv		6 55	8 20		8 04	9 41	11 11	12 41
11 11	9 41	8 01		9 30	8 20	7 00	5 50	Lv....xGarrett....Ar	5 50	6 55	8 20		7 55	9 25	10 55	12 25
11 20	9 49	8 05		9 39	8 29	7 09	5 59	....Auburn Jc....	5 41	6 46	8 11		7 46	9 16	10 47	12 17
11 27	9 56	8 16		9 46	8 36	7 16	6 06	....Auburn....	5 34	6 39	8 04		7 39	9 09	10 39	12 09
11 40	10 10	8 30		10 00	8 50	7 30	6 20	Ar....xWaterloo....Lv	5 20	6 25	7 50		7 25	8 55	10 25	11 55

e Through train Waterloo to Kendallville.

f Through train Kendallville to Waterloo.

EPB

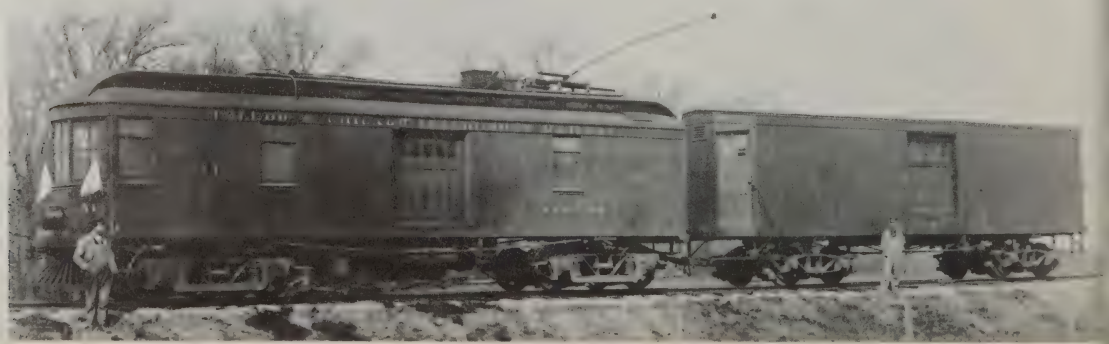


GK

Toledo & Chicago Interurban Railway had eight Niles-built passenger cars: Numbers 1 and 2 (below is #1) were 45-footers, passenger and smoking; while numbers 3-8 were 52-foot baggage-smoking-passenger. Express equipment included #51 motor and #101 trailer, shown at bottom. All photos before 1912.



GK




INCORPORATED UNDER THE LAWS OF THE
No. 85 STATE OF INDIANA. Shares Two
GENEVA TRACTION COMPANY
GENEVA, INDIANA.
Capital Stock, $20,000.00.
This Certifies that Charles L. Foster is the owner of Two Shares of the Capital Stock of GENEVA TRACTION COMPANY, fully paid and non-assessable, transferable only on the books of the Corporation by the holder hereof in person or by Attorney upon surrender of this Certificate properly endorsed.
In Witness Whereof, the said Corporation has caused this Certificate to be signed by its duly authorized officers and to be sealed with the Seal of the Corporation at Geneva, Indiana, this Twenty-first day of February A.D. 1905
Secretary. President.
SHARES $50.00 EACH

CVH

BLUFFTON--GENEVA

As the interurban networks of Indiana and Ohio took shape, a number of promoters eyed the gaps which might link the two states to permit long thru runs. Such a proposition inspired the formation of the Bluffton Geneva & Celina Traction Company with the objective of connecting the Fort Wayne & Northern Indiana Traction lines at Bluffton with the Western Ohio Railway system at Celina, Ohio. Construction began in May 1909. The Bluffton-Vera Cruz section began operation by steam power the following December. In February 1910 operation was extended to Geneva and electrified. Some further grading was done, but additional bonds needed to finance other work found no market.

Starting from a small country town and extending to what amounted to nothing more than a hamlet, the line could scarcely meet its costs and when the high scrap market of 1917-1918 came along the road was dismantled.


CH


CH



GK

MARION - BLUFFTON:

In 1904 the Marion & Eastern Traction Company was incorporated by eastern capitalists to construct an electric railway between Marion and Decatur, via Bluffton. Little was done until the Marion Bluffton & Eastern Traction Company was incorporated on May 6, 1905, when construction began. The line was completed between Marion and Bluffton and opened for service December 1, 1905.

When the Kokomo Marion & Western Traction Company's line was completed into Marion in September 1908, a thru service into Kokomo was tried, but this was not long-lived.

Two years after construction, the company got into a dispute with the contractor who built it. This culminated in an order of the state railroad commission requiring the company to lay new ties and reballast the line.



GK



GK

On July 7, 1912 a headon collision between a heavy closed car and a light open excursion car, near Marion, placed the company in precarious straits, with both a loss of traffic and heavy damage claims. The receivership which followed ended in reorganization as the Marion & Bluffton Traction Company on July 1, 1914.

In 1924 the company owned 33 miles of track, 7 passenger and 2 freight cars.

In 1925 the line came under the control of the Indiana Service Corporation. Some trips were scheduled thru between Marion and Fort Wayne, but this again did not prove a profitable desire line of passenger travel. Two light weight, one-man cars were purchased to cut operating costs. They were scarcely more than medium sized street car.

Indiana Railroad System, as lessor of the Indiana Service Corporation, took over the operation in 1930, but immediately set about to abandon this unprofitable segment. Service ended on August 16, 1931.

(For roster of Marion & Bluffton, see page 50)



TTT-1691-

MARION & BLUFFTON TRACTION COMPANY

TIME TABLE EFFECTIVE JANUARY 9, 1916

WEST BOUND—BLUFFTON TO MARION

Train No. / Station	Mi.	1 AM	3 AM	5 AM	7 AM	9 AM	11 PM	13 PM	15 PM	17 PM	19 PM	21 PM
Bluffton	0	5:40	7:10	9:00	10:25	12:00	2:00	3:30	5:00	7:00	9:15	11:00
Liberty Center	7	5:57	7:27	9:17	10:41	12:17	2:17	3:47	5:17	7:16	9:32	11:17
Boehmer	10	6:03	7:33	9:23	10:56	12:23	2:23	3:53	5:23	7:20	9:38	11:23
Warren	15	6:18	7:48	9:38	11:01	12:38	2:38	4:08	5:38	7:37	9:52	11:38
Van Buren ...	22	6:31	8:01	9:51	11:15	12:51	2:51	4:21	5:52	7:51	10:05	11:51
Landessville ..	25	6:39	8:09	9:59	11:24	12:59	2:59	4:29	5:59	7:59	10:13	11:59
Hanfield	26	6:41	8:11	10:01	11:26	1:01	3:01	4:31	6:01	8:01	10:15	12:01
Marion	32	6:55	8:25	10:15	11:40	1:15	3:15	4:45	6:15	8:15	10:30	12:15

EAST BOUND—MARION TO BLUFFTON

Train No. / Station	Mi.	2 AM	4 AM	6 AM	8 AM	10 AM	12 PM	14 PM	16 PM	18 PM	20 PM	22 PM
Marion	0	5:40	7:10	8:35	10:35	12:00	2:00	3:30	5:15	6:30	8:25	11:00
Hanfield	6	5:53	7:23	8:48	10:50	12:13	2:13	3:43	5:26	6:43	8:37	11:13
Landessville ..	7	5:55	7:25	8:50	10:52	12:15	2:15	3:45	5:29	6:45	8:40	11:15
Van Buren ...	10	6:03	7:33	8:58	11:00	12:23	2:23	3:53	5:37	6:53	8:48	11:23
Warren	17	6:18	7:48	9:13	11:15	12:38	2:38	4:08	5:53	7:09	9:03	11:38
Boehmer	22	6:31	8:01	9:27	11:30	12:51	2:51	4:21	6:06	7:21	9:16	11:52
Liberty Center	25	6:37	8:07	9:33	11:35	12:57	2:57	4:27	6:12	7:27	9:22	11:58
Bluffton	32	6:55	8:25	9:50	11:50	1:15	3:15	4:45	6:30	7:45	9:40	12:15

Connections at Marion—With Marion Flyer leave Bluffton at 5:40 A. M. and 12.00 noon. Makes direct connections at Marion with Marion Flyer arriving at Indianapolis at 9:50 A. M. and 3:50 P. M.

Union Traction Co. of Ind South for Anderson an Indianapolis: 5:20, 6:30, 7:20, 7:35, 8:30, 9:35, 10:20 11:35, A. M. 12:30, 1:20, 1:35, 2:30 3:35, 4:30, 5:35, 6:30, 7:35, 9:00, 11:00 P. M.

North for Wabash: 5:35, 6.30, 8:45, 10:45, A. M. 12:45, 2:45, 4:45, 6:45, 8:45, 10:45 P. M.

I. R. & L. Co. for Kokomo and Frankfort—5.15, 6.40, 8:00, 9:20, 10:40, 12.00 A. M. 1:20, 2:40, 4:00, 5:20, 6:40, 8:00 9:20, 10:40 P. M.

Connections at Bluffton

Ft. Wayne and Northern Indiana Tr. Co.—For Ft. Wayne and Points North. Leave Bluffton; 5:45, 6:55 7:55, 8:55, 9:55, 11:55, A. M. 12:55 1:55, 2.55, 3 55, 4:55, 5.55, 6:55 9:10, 10:55, P. M.

Union Traction Co. of Indiana. For Montpelier, Hartford City and Muncie. South; 4:40, 6:57, 8:05, 8:57 10:57, A. M. 12:31, 2:05, 2:57, 4:05, 4.57, 6:05, 6.57, 8 57 11.02 P. M.

BLUFFTON, GENEVA & CELINA TRACTION CO.

East Bound—Read Down — West Bound—Read Up

Saturday Only PM	8 PM	6 PM	4 PM	*2 AM	AM	Mi	Train No. STATION		*1 Mi	3 AM	5 PM	7 PM	Saturday only PM
9:10	5:00	12:20	8:00	6:10		0	Lv	Bluffton ..... Ar	19	7:50	10:20	4:20 6:50	10:50
9:27	5:17	12:37	8:17	6:27		6	....	Vera Cruz.....	13	7:33	10:03	4:03 6:33	10:33
9:42	5:32	12:52	8:32	6:42		11	....	Linn Grove.....	8	7:18	9:48	3:48 6:18	10:18
10:00	5:50	1:10	8:50	7:00		19	Ar	Geneva Lv	0	7:00	9:30	3:30 6:00	10:00

*Daily Except Sunday.

EAGLE DYE WORKS | CLEANING and PRESSING

PHONE 1748 MARION, INDIANA 219 E. 5TH ST.

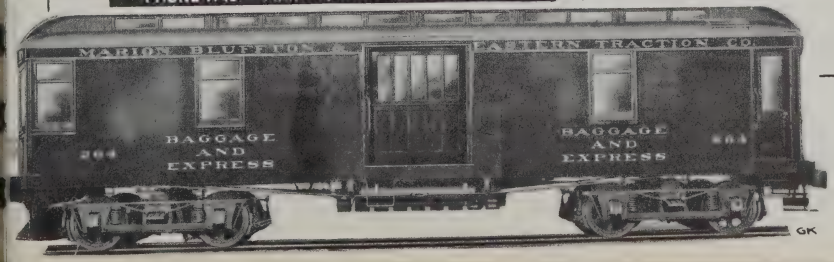
Freight and Express Service

Daily: East and West

Lv. Bluffton, West 7.30 A. M.

" Marion, East 11.00 "

" Bluffton East 1 00 P. M.



GK

TIME TABLE

Marion & Bluffton Traction Co.

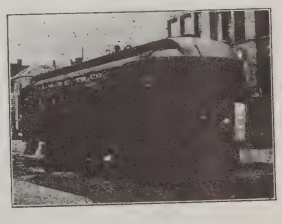
AND

Bluffton Geneva & Celina Tr. Co.

WELLS FARGO EXPRESS

APRIL 1, 1916

[SAFETY FIRST]



W. A. PATTON, Gen'l Mgr.

JAMES S. CLARK, Auditor

GEO. A. REDD, Supt. Trans.

All Time Shown on This Folder Subject to Change Without Notice

HOMER R. GETTLE

Always to the front with

Everything in the

Optical and Jewelry Line

BLUFFTON, INDIANA

To Stop Cars at Night STRIKE A LIGHT

GK



89

RDG

FORT WAYNE-DECATUR:

The Fort Wayne & Springfield Railway was chartered July 2, 1903 to connect Ft. Wayne with the Ohio city, about 150 miles in all. Construction was pushed forward in 1906 and the first 22 miles of line as far as Decatur was opened on February 2, 1907.

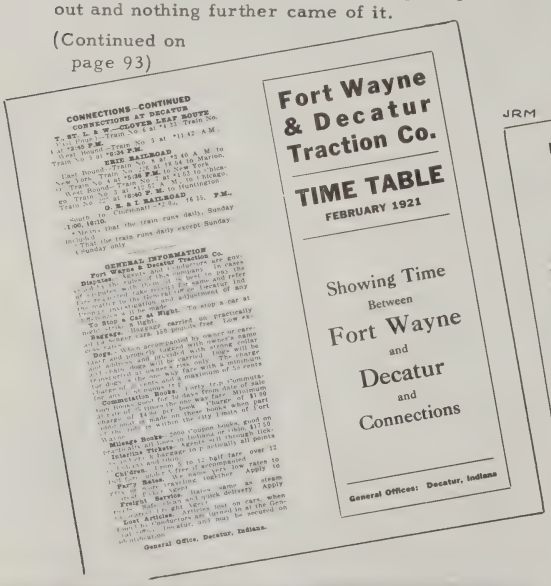
With such an extensive plan it was logical for the engineers to select the promising new 6600 volt AC trolley system which offered substantial savings in capital outlay for substations and feeders. Only catch was that the car equipment would be complex, bulky and heavy. It would also have to be fitted to run over the 600 v DC lines of the street railways to reach downtown Ft. Wayne.

After only a few years the line was in financial trouble. The short run offered light patronage and the car maintenance problem became unlivable. Receivership came in September 1912 and with it came revised plans for extension south about 25 miles to Portland, Indiana. After about four miles of line were graded the plan petered out and nothing further came of it.

(Continued on page 93)







CONNECTIONS—CONTINUED
CONNECTIONS AT DECATUR
CONNECTIONS AT LEAF SOUTH
T. ST. L. & W.—CLOVER LEAF ROUTE
Train No. 1 at 7:42 A.M.
Train No. 2 at 7:42 A.M.
ERIE RAILROAD
Train No. 8 at 8:04 A.M. to Marion, New York, Train No. 8 at 8:04 A.M. to Marion, Train No. 7 at 10:36 P.M. to Marion, Train No. 7 at 10:36 P.M. to Huntington.
C. H. & D. RAILROAD
Train No. 16 at 12:40 P.M.
Train No. 17 at 6:15 P.M.
South to Cincinnati.
Note—That the train runs daily except Sunday.
Note—That the train runs daily except Sunday only.

GENERAL INFORMATION
Fort Wayne & Decatur Traction Co.
Disclaimer—The Fort Wayne & Decatur Traction Co. and its employees will not be responsible for any damage or delay caused by the failure of the company to run cars on the time specified in this time table or any other time, or for any additions or omissions from this time table.
To Stop a Car at Night.—To stop a car at night, signal the motorman.
Express.—Express matter carried on practically all cars. Rates furnished on application.
Baggage.—Carried by owner on cars, but must not interfere with the comfort of passengers. Trunks will be checked at the rate of 5 cents each.
Dogs.—Small dogs accompanied by owner carried on cars with the consent of the motorman. Large dogs will be carried in baggage cars. The charge for dogs, when carried with a passenger, will be the same as charged for a passenger. The charge for dogs, when shipped by express, will be at the rate of 5 cents per dog for any distance.
Commutation Books.—Good for 1000 miles of travel from one passenger to any point on the line. Sold at the rate of 2 cents per mile. Limited to the immediate family of the purchaser. Not transferable. Good for 30 days from date of sale.
Mileage Books.—Good for 1000 miles of travel from one passenger to any point on the line. Sold at the rate of 2 cents per mile. Limited to the immediate family of the purchaser. Not transferable. Good for 30 days from date of sale.
Interline Tickets.—Sold to all points reached via Indiana Union Traction Co. and connecting lines.
Children.—Under five years of age, free when accompanied by parent. Apply to conductor.
Party Rates.—Will be given on application to the General Manager. Apply to conductor.
Freight Service.—Same as steam railroads. Quick delivery. Apply to Freight Agent.
Express Service.—Same as steam railroads. Quick delivery. Apply to Express Agent.
Lost Articles.—Will be found in the cars, when reported to conductors or motormen, and may be secured on application to the General Office, Decatur, Indiana.

Fort Wayne & Decatur Traction Co.

TIME TABLE

FEBRUARY 1921

Showing Time Between Fort Wayne and Decatur and Connections

General Offices: Decatur, Indiana

JRM

FORT WAYNE & DECATUR TRACTION CO.

BETWEEN

FORT WAYNE AND DECATUR

SOUTH BOUND

Fort Wayne to Decatur

LEAVING FORT WAYNE

NORTH BOUND

Decatur to Fort Wayne

LEAVING DECATUR

Light-faced type indicates A. M.; full-faced type P. M.

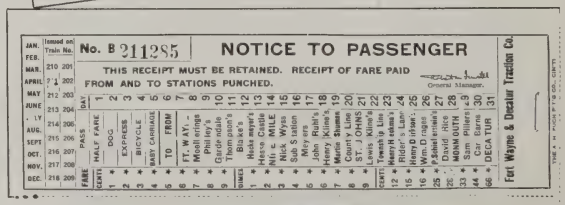
The Company does not guarantee the time shown herein nor hold itself responsible for any errors, and reserves the right to deviate therefrom without published notice.

CONNECTIONS
CENTRAL TIME
FORT WAYNE

Fort Wayne & Northern Indiana Trac. Co. West to Kendallville, Washington, Wabash, Marion, Peru, Logansport, Lafayette, Kokomo, Indianapolis.
Ar. Ft. Wayne—A. M. 6:45, 8:00, 11:00, P. M. 12:30, 5:00, 6:30, 8:00, 10:00, 11:00.
South to Yoder, Osman, Bluffton, Muncie, Indianapolis.
Lv. Fort Wayne—A. M. 7:15, 9:00, 11:15, P. M. 1:00, 3:00, 4:30, 6:00, 8:00, 10:00, 12:00, 2:00, 4:00, 6:00, 8:00, 11:00.
Ar. Fort Wayne—A. M. 8:45, 10:30, 12:45, P. M. 2:30, 4:30, 6:30, 8:30, 10:30, 12:30.
Limited Trains, 1 Through Limiteds to Indianapolis without change, and Hoosierland and Limited Trains, change and trains making connections within Fort Wayne for Marion, Kokomo, Logansport, Lafayette, Peru, Wabash, Huntington and Bluffton only. To Yoder, Osman, Bluffton and Muncie, Accommodation Trains, Make local stops between Fort Wayne and Yoder, Osman, Bluffton and Muncie only. Sunday trains, 1 to 10 make local stops between Fort Wayne and Yoder, Osman, Bluffton and Muncie only.
The Fort Wayne, Van Wert and Lima Traction Co. East to New Haven, Van Wert, Delphos, Lima, Toledo, Springfield, Columbus, Zanesville.
Ar. Van Wert—A. M. 8:00, 10:00, P. M. 12:00, 2:00, 4:00, 6:00, 8:00, 10:00.
Lv. Van Wert—A. M. 5:00, 7:00, 9:00, 11:00, P. M. 1:00, 3:00, 5:00, 7:00, 9:00, 11:00.
Limited Trains a To Van Wert only.
Fort Wayne & Northwestern Ry. Co.
Garrett, Waterloo and Kendallville
Lv. Ft. Wayne—A. M. 7:00, 9:30, P. M. 2:00, 4:00, 6:00, 8:00, 10:00.
Ar. Waterloo—A. M. 8:00, 10:30, P. M. 3:00, 5:00, 7:00, 9:00, 11:00.
PENNSYLVANIA RAILROAD
Lv. Ft. Wayne—A. M. 2:15, 4:45, 6:00, 8:00, 9:00, 10:45, 11:45, P. M. 12:30, 1:05, 3:40, 7:05, 9:10, 11:45.
Lv. Pittsburg—A. M. 2:15, 4:45, 6:00, 8:00, 9:00, 10:45, 11:45, P. M. 12:30, 1:05, 3:40, 7:05, 9:10, 11:45.
Limited Trains.
Lv. Ft. Wayne—A. M. 3:35, 4:15, 5:10, 11:10, P. M. 12:45, 1:30, 4:40, 6:30.
Lv. Pittsburg—A. M. 3:35, 4:15, 5:10, 11:10, P. M. 12:45, 1:30, 4:40, 6:30.
Limited Trains.
C. & E. I. RAILROAD
North to Grand Rapids—A. M. 7:45, 6:55, P. M. 12:30, 4:00.
Lv. Ft. Wayne—A. M. 1:20, 10:15, P. M. 12:30, 4:00.
Ar. Cincinnati—A. M. 7:30, 6:55, P. M. 12:30, 10:30.
Lv. Cincinnati—A. M. 8:00, 7:30, P. M. 1:00, 11:00.
Limited Trains, 1 Sunday only.
Lv. Ft. Wayne—A. M. 12:01, P. M. 12:30, 4:00.
Ar. Chicago—A. M. 7:45, 6:55, P. M. 12:30, 10:30.
Lv. Chicago—A. M. 8:00, 7:30, P. M. 1:00, 11:00.
Ar. Cleveland—A. M. 1:40, 11:30, P. M. 2:00.
Lv. Cleveland—A. M. 2:00, 12:00, P. M. 2:30.
LAKE SHORE & MICHIGAN SOUTHERN RAILWAY
North Judson, Ind. Lv. Fort Wayne—A. M. 10:30, P. M. 2:30.
Ar. Fort Wayne—A. M. 12:30, P. M. 4:30.
1 Daily except Sunday.
WABASH RAILROAD
Eastward—A. M. 1:10, 4:15, 10, 8:5:35, 9:50, P. M. 12:15, 5:00, 9:15.
Westward—A. M. 1:10, 4:15, 10, 8:5:35, 9:50, P. M. 12:15, 5:00, 9:15.
1 Daily except Sunday. a Toledo; a Detroit; b Toledo via Montpelier.







JAN.	Issued on Train No.	No. B 211285	NOTICE TO PASSENGER
FEB.	210 201	THIS RECEIPT MUST BE RETAINED. RECEIPT OF FARE PAID FROM AND TO STATIONS PUNCHED.	
MAR.	1		
APRIL	2 202		
MAY	212 203		
JUNE	213 204		
JULY	214 205		
AUG.	215 206		
SEPT.	216 207		
OCT.	217 208		
NOV.	218 209		
DEC.			

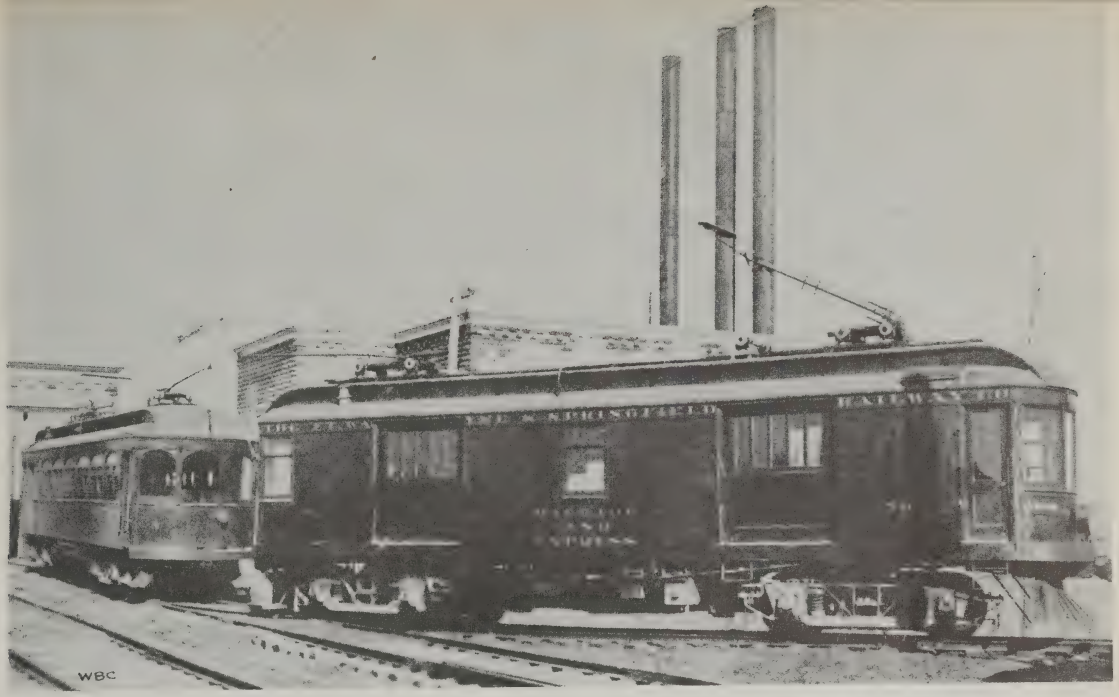
Fort Wayne & Decatur Traction Co.

RDG

NOT GOOD FOR PASSAGE No. 8

THIS HALF OF DUPLEX TICKET IS OF NO VALUE EXCEPT TO CONDUCTOR WHO MUST SEND IT TO AUDITOR WITH HIS REPORT.

S. W. GREENLAND
General Manager



Ft. Wayne & Springfield was one of the few American railways to utilize the bow-trolley, so clearly shown above on box motor #50. Apparently the gadget did not sell itself, however, and was removed long before the 6600-volt AC trolley system itself was abandoned on this property. Below is plain box motor #110, said to have been built and equipped at Spy Run shops for the 1200-volt DC system to which this property was converted coincident with its realistic renaming to Ft. Wayne & Decatur Traction.





With styling simulating typical heavy interurban car of the period, these Ft. Wayne-Decatur cars, and their sister #103, achieved a record for lightness of weight of a 1200-volt DC interurban design.



(Continued from page 90)

On December 2, 1915 the line was bought by S. W. Greenland, active in the management of the Ft. Wayne & Northern Indiana Traction Company, and on July 1, 1916 it emerged as the Fort Wayne & Decatur Traction Company.

Greenland ordered conversion of the road to the more modern 1200 v DC system and replacement of the 90,000 lb. wooden cars. One rotary substation was installed at the midway point and the second rail had to be bonded for the greater current return of the new system. A hitch in the program developed when the project was just about completed. The old power house caught fire and the line had to be shut down from 2 PM on a Saturday to the following Thursday in January 1917.

The original Niles-built cars had been equipped with bow trolley as well as the conventional trolley pole. Each car carried a transformer and a compensator as well as grids for conventional starting on DC. The revamped road had three St. Louis-built lightweights (59,100 lb each). Carrying numbers 101-103, these cars were 48'-6" long and 8'-9" wide and had 4-Westinghouse 307 motors with HL control. Speed was 45 mph. The carbodies represented the most advanced thinking of the day and were among the first interurbans to feature sash with thin brass frames, which gave improved visibility.

One express car was also fitted up with the 1200 v DC motor and control system, similar to that on the passenger cars but geared for 35 mph.

The coming of the hard road and cheap auto was more than this line could deal with and its abandonment came in 1927.

One of the modern cars was rebuilt by Indiana Service Corporation into deluxe one-man car #327 while the other two were stored for about ten years at the Kendallville ISC barn.

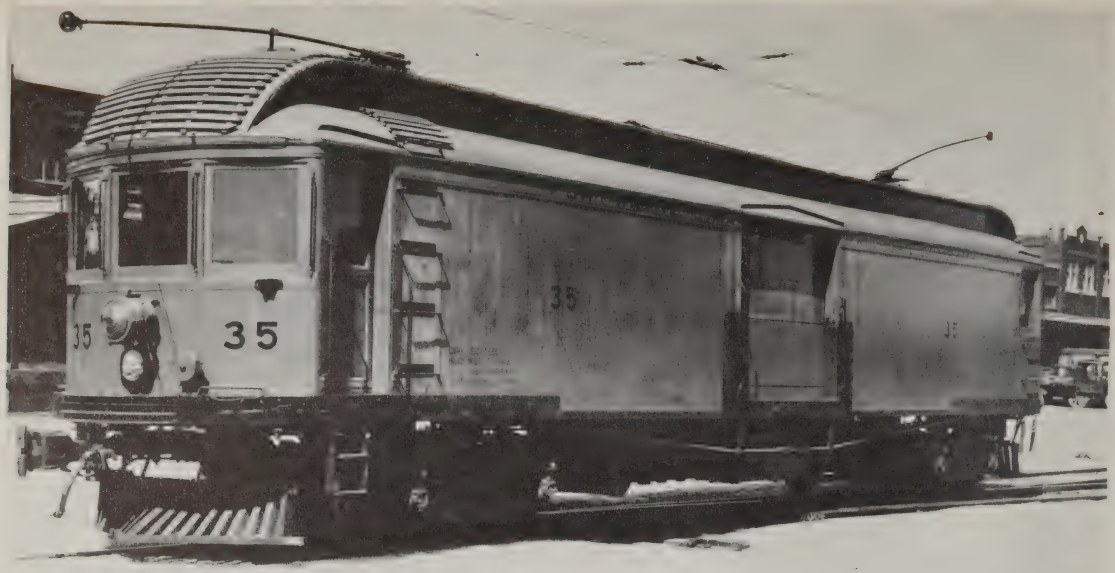


FORT WAYNE-LIMA

The Lima, Delphos, Van Wert & Fort Wayne Traction Company was incorporated in Ohio in 1901 and by the spring of 1905 had completed construction from Lima westward to the Indiana state line. To build the line on the Indiana side, the Fort Wayne, Van Wert & Lima Traction Company was organized in 1902. By early 1905, it had built as far as Monroeville. On April 1, the two companies were merged under the Indiana company's name and the tracks were pushed on to a juncture on September 22, when the first car ran thru over the 64 mile interstate line.

From the first, control of the railway was in the hands of interests operating the various segments that formed the Ohio Electric Railway, and in 1916 the Fort Wayne-Lima route was leased by the O.E. With the breakup of the O.E. in 1921, a receiver was appointed and the lease was terminated.

Now the line came under the influence of the Indiana lines, with operating management the same as the Indiana Service Corporation. New lightweight interurban cars were bought, identical in design to some for ISC's own lines north from Fort Wayne. With the formation of Indiana Railroad System in 1930, the Lima line was made an operated branch, but application was soon filed for abandonment. Operations ended June 30, 1932. The six steel light weights were sold to Oklahoma Railway, where they served as one-man interurbans until the end of World War II.



GK

The Ohio Electric Railway Company

(LIMA-FT. WAYNE DIVISION)

TIME TABLE NO. 12, IN EFFECT AT 4:00 A. M., SUNDAY, OCT. 30, 1910

For the government of employes only, not for the information of others

LIMA TO FT. WAYNE — WESTWARD — CENTRAL STANDARD TIME — FT. WAYNE TO LIMA — EASTWARD

Miles from Lima	Miles from Ft. Wayne	Train Numbers	Stations	Distance Between Points	Miles from Lima	Miles from Ft. Wayne
31 Local P M	29 Local P M	27 Local P M	25 Local P M	23 Limited P M	21 Local P M	19 Limited P M	17 Local P M	15 Limited P M	Local A M	13 Local A M	11 Limited A M	9 Local A M	7 Local A M	5 Limited A M	3 Local A M	1 Local A M				2 Local A M	4 Local A M	6 Limited A M	8 Local A M	10 Limited A M	12 Local A M	14 Local P M	16 Limited P M	18 Local P M	20 Limited P M	22 Local P M	24 Local P M	26 Local P M	28 Local P M	30 Local P M	32 Local A M		
11 05	9 05	7 05	5 20	1 05	3 20	2 05	1 20	11 20	10 05	9 20	8 05	7 20	6 05				0	Lv.... Lima ....Ar	64 75	6 55	8 55	9 30	10 55	11 30	12 55	2 15	3 30	4 55	5 30	6 55	7 55		9 45	11 45		0
8 11 12	9 12	7 12	5 27	1 12	3 26	2 12	1 26	11 27	10 12	9 26	8 12	7 26	6 12				7	End Dbl.Tr. Lima	64 00	6 48	8 48	9 22	10 48	11 22	12 48	2 06	3 22	4 48	5 22	6 48	7 48		9 37	11 37		7
7 11 18	9 18	7 18	5 33	1 18	3 31	2 18	1 31	11 33	10 18	9 31	8 18	7 31	6 18				3.54	....Siding No 1....	61 21	6 42	8 42	9 17	10 42	11 17	12 42	2 02	3 17	4 42	5 17	6 42	7 42		9 31	11 31		6
6 11.25	9.25	7 24	5 39	1 24	3 35	2 24	1 35	11 39	10 24	9 35	8 24	7 35	6 24				6 64	Sdg No 2 Elida..	58 11	6 35	8 36	9 12	10 36	11 12	12 36	1 56	3 12	4 36	5 12	6 36	7 36		9.25	11.25		5
5 11 30	9 30	7.30	5 45	4.30	3 39	2 30	1 39	11 45	10.30	9 39	8.30	7 39	6.30				8 85	....Siding No 3....	55 90	6.30	8.30	9 08	10.30	11 08	12 30	1 50	3 08	4.30	5 08	6 30	7.30		9 20	11 20		5
5 11 35	9 35	7 36	5 51	4 36	3 43	2 36	1.43	11 51	10 36	9 43	8 36	7.43	6 36				12 35	....Siding No 4....	52 40	6 25	8 23	9 04	10 23	11 04	12 23	1.43	3 04	4 23	5 04	6 23	7 23		9 14	11 14		4
5 11 42	9 42	7 45	6 00	1 45	3 48	2 45	1 48	12 00	10 45	9 48	8 45	7 48	6 45				14 87	....Delphos "Y"....	49 88	6 18	8 16	8 58	10 16	10 58	12 16	1 36	2 58	4 16	4 58	6 16	7 16		9 06	11 06		5
5 11 49	9 49	7 52	6.07	4.52	3 52	2.52	1 52	12.07	10.52	9 52	8.52	7 52	6 52				17 95	....Siding No 5....	46 80	6 13	8 10	8.52	10 10	10.52	12.07	1 27	2.52	4 10	4.52	6.07	7 10		9 02	11 02		5
7 11 54	9 54	7 57	6 12	4 57	3 56	2 57	1 56	12 12	10 57	9 56	8 57	7 56	6 57				20 00	....Siding No 6....	44 75	6 09	8 04	8 48	10 04	10 48	12 02	1 22	2 48	4 04	4 48	6 00	7 04		8 56	10 56		2
7 11 55	9 55	7 58	6 14	4 58	3 58	2 58	1 58	12 13	10 58	9 58	8 58	7 58	6 58				20 56	....Middlepoint....	44 19	6 06	8 02	8 47	10 02	10 47	12 01	1 20	2 47	4 02	4 47	5 58	7 02		8 54	10 54		3
8 11 57	9 57	8 00	6 14	5 00	4.00	3 00	2 00	12 15	11 00	10.00	9 00	8.00	7 00				21 42	....France's Quarry..	43 33	6 04	8.00	8 45	10.00	10 46	11 58	1 18	2 46	4.00	4 46	5 56	6 57		8 52	10 52		4
8 12 01	10 01	8 04	6 18	5 04	4 03	3 04	2 03	12 19	11 04	10 03	9 04	8 03	7 04				23 09	....Siding No 7....	41 66	6 01	7 55	8 43	9 55	10 43	11 55	1 14	2 43	3 55	4 43	5 53	6 52		8 48	10 48		7
7 12 10	10 10	8 13	6 28	5 13	4 09	3 13	2 09	12 29	11 13	10 09	9 13	8 09	7 13				27 18	....Siding No 8....	37 57	5 55	7 48	8 37	9 48	10 37	11 48	1 04	2 37	3 48	4 37	5 49	6 42		8 40	10 40		5
7 12 14	10 15	8 18	6.34	5 18	4 12	3 18	2 12	12 35	11 18	10 12	9 18	8 12	7 18				28 40	....Van Wert "Y"....	36 35	5 51	7 39	8 34	9 39	10 34	11 39	12 58	2 34	3 39	4 34	5 39	6.34		8 34	10 34		1
7 12 13	10 17	8 20	6 36	5 20	4 14	3 20	2 14	12 38	11 20	10 14	9 20	8 14	7 20	6 39			28 42	....Van Wert.....	36 33	5 50	7 37	8 33	9 37	10 33	11 37	12 56	2 33	3 37	4 33	5 37	6 33		8 33	10 33	12 33	5
5	10.24	8.27	6 42	5.27	4 19	3.27	2 19	12.46	11.27	10 19	9.27	8 19	7.27	6 27			29 67	....Siding No 9....	35 08	....	7.27	8 28	9.27	10 28	11.27	12.46	2 28	3.27	4 28	5.27	6 27		8.27	10.24	12 30	5
5	10 31	8 34	6 48	5 34	4.24	3 34	2.24	12 52	11 34	10.24	9 34	8.24	7 34	6 33			32 75	....Richey Siding..	32 00	....	7 21	8.24	9 21	10.24	11 24	12 41	2.24	3 21	4.24	5 21	6 21		8 21	10 17	12 13	5
7	10 37	8 40	6 54	5 40	4 30	3 40	2 30	12 58	11 40	10 30	9 40	8 30	7 40	6.39			35 76	Sdg No 10 Convoy	28 99	....	7 15	8 18	9 15	10 18	11 18	12 35	2 18	3 15	4 18	5 15	6 15		8 15	10 11	12 10	6
6	10 47	8 46	7 06	5 46	4 35	3 46	2 35	1 04	11 46	10 35	9 46	8 35	7 46	6 45			38 70	Siding No 11	26 05	....	7 10	8 12	9 10	10 12	11 10	12 30	2 12	3 10	4 12	5 10	6 10		8 10	10 06	12 06	5
5	10 49	8 52	7 05	5 52	4 39	3 52	2 39	1 10	11 52	10 39	9 52	8 39	7 52	6 50			41 55	Sdg. No 12 Dixon	23 20	....	7 05	8 08	9 05	10 08	11 05	12 25	2 08	3 05	4 08	5 05	6 05		8 05	10 00	12 00	6
7	10 58	9 00	7.11	6.00	4 44	4.03	2 44	1 18	12 00	10 44	10.03	8 44	8.03	6.57	5 40	45 47	Monroeville "Y"..	19 28	....	6.57	8.03	8 58	10.03	10 58	12 18	2 03	2 58	4.03	4 58	6.09	7.11	7 58	9 52	11 52	1
1	11 00	9 02	7 12	6 05	4 45	4 05	2 45	1 20	12 02	10 45	10 05	8 45	8 05	6 59	5 41	45 54	Monroeville	19 22	....	6 56	8 02	8 57	10 02	10 57	12 17	2 02	2 57	4 02	4 57	5 57	6 57	7 57	9 50	11 50	8
8	11 09	9 10	7 19	6 12	4.50	4 12	2.50	1 28	12.10	10.50	10 12	8.50	8 12	7 06	5 48	49 48	Siding No 14....	15 27	....	6 48	7 57	8.50	9 57	10.50	12.10	1 57	2.50	3 57	4.50	5 50	6 50	7 50	9 43	11 43	9
9	11 18	9 20	7 27	6 20	4 57	4 20	2 57	1 36	12 20	10 57	10 20	8 57	8 20	7 14	5 56	53 48	Siding No 16....	11 30	....	6 39	7 50	8 49	9 51	10 49	12 09	1 51	2 49	3 51	4 49	5 49	6 49	7 49	9 36	11 36	10
10	11.28	9.28	7.34	6.30	5 06	4.30	3 03	1.45	12 30	11 03	10.30	9 03	8.30	7 22	6 05	57 30	Sdg. to NewHaven	7 45	....	6 30	7 43	8.30	9 45	10.30	11 50	1.45	2 30	3 45	4.30	5 30	6.30	7.34	9.28	11.28	10
7	11 37	9 37	7 45	6 42	5 14	4 42	3 12	1 57	12 42	11 12	10 42	9 12	8 42	7.35	6 15	62 40	....Siding No 20....	2 35	....	6 18	7.35	8 18	9 35	10.18	11 38	1.35	2 18	3 35	4 18	5 18	6 18	7 18	9 18	11 18	9
7	11 39	9 39	7 47	6 44	5.16	4 44	3 14	1 59	12 44	11 14	10 44	9 14	8 44	7 36	6.16	62 75	....Walton Ave....	2 00	....	6.16	7 34	8 16	9 34	10 16	11 36	1 34	2 16	3 34	4.16	5.16	6 16	7 16	9 16	11 16	9
9	11 50	9 50	8 00	6 55	5 25	4 55	3 25	2 10	12 55	11 25	10 55	9 25	8 55	7 45	6 30	64 75	Ar. Ft. Wayne Lv	....	....	6 05	7 25	8 05	9 25	10 06	11 25	1 23	2 05	3 25	4 05	5 05	6 05	7 05	9 05	11 05	9
A M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M	A M	A M				A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M		
31 Local	29 Local	27 Local	25 Local	23 Limited	21 Local	19 Limited	17 Local	15 Limited	Local	13 Local	11 Limited	9 Local	7 Local	5 Limited	3 Local	1 Local				2 Local	4 Local	6 Limited	8 Local	10 Limited	12 Local	14 Local	16 Limited	18 Local	20 Limited	22 Local	24 Local	26 Local	28 Local	30 Local	32 Local		

SPECIAL INSTRUCTIONS

1. All trains have equal rights to meeting points
2. All regular trains West bound will take siding for all regular trains East bound, except at France's Quarry, at which meeting point East bound trains will take siding.
3. All trains run daily.
4. Local trains will receive and discharge passengers at all country stops and at designated points in cities and towns.
5. Limited trains will stop only at the stations in Lima, Elida, Delphos, Middlepoint, Van Wert, Convoy, Monroeville, New Haven and Ft. Wayne, and at intersection of Main and North Sts., in Lima and Main and Calhoun Sts., in Ft. Wayne
6. Train No. 11 meets Train No. 6 on city track, Lima.
7. Train No. 15 meets Train No. 10 on city track, Lima.
8. Train No. 19 meets Train No. 14 on city track, Lima.
9. Train No. 21 meets Train No. 16 on city track, Lima.
10. Train No. 23 meets Train No. 20 on city track, Lima.
11. Train No. 10 must not go by siding No. 20 unless Train No. 7 has passed that point.
12. Train No. 14 must not go by siding No. 20 unless Train No. 11 has passed that point.
13. Train No. 18 must not go by siding No. 20 unless Train No. 15 has passed that point.
14. Train No. 20 must not go by siding No. 20 unless Train No. 17 has passed that point.

H. F. DICKE
Supt. of Trans.

C. C. PAST
Chief Disp.





GK

First right:
Ex-FW-L 90s on Oklahoma Ry., 1943.
Second right:
It's April 27, 1932 and #93 starts west out of Lima.



Nearing its last day of service, Ft. Wayne-Lima #91 was snapped at the Lima station, in upper picture. Below, somewhat twisted and with pilot askew from motor truck collision, car 47 no less proudly reveals its Cincinnati Car Company lineage. It was built for Ohio Electric about 1910.

CEH

GK

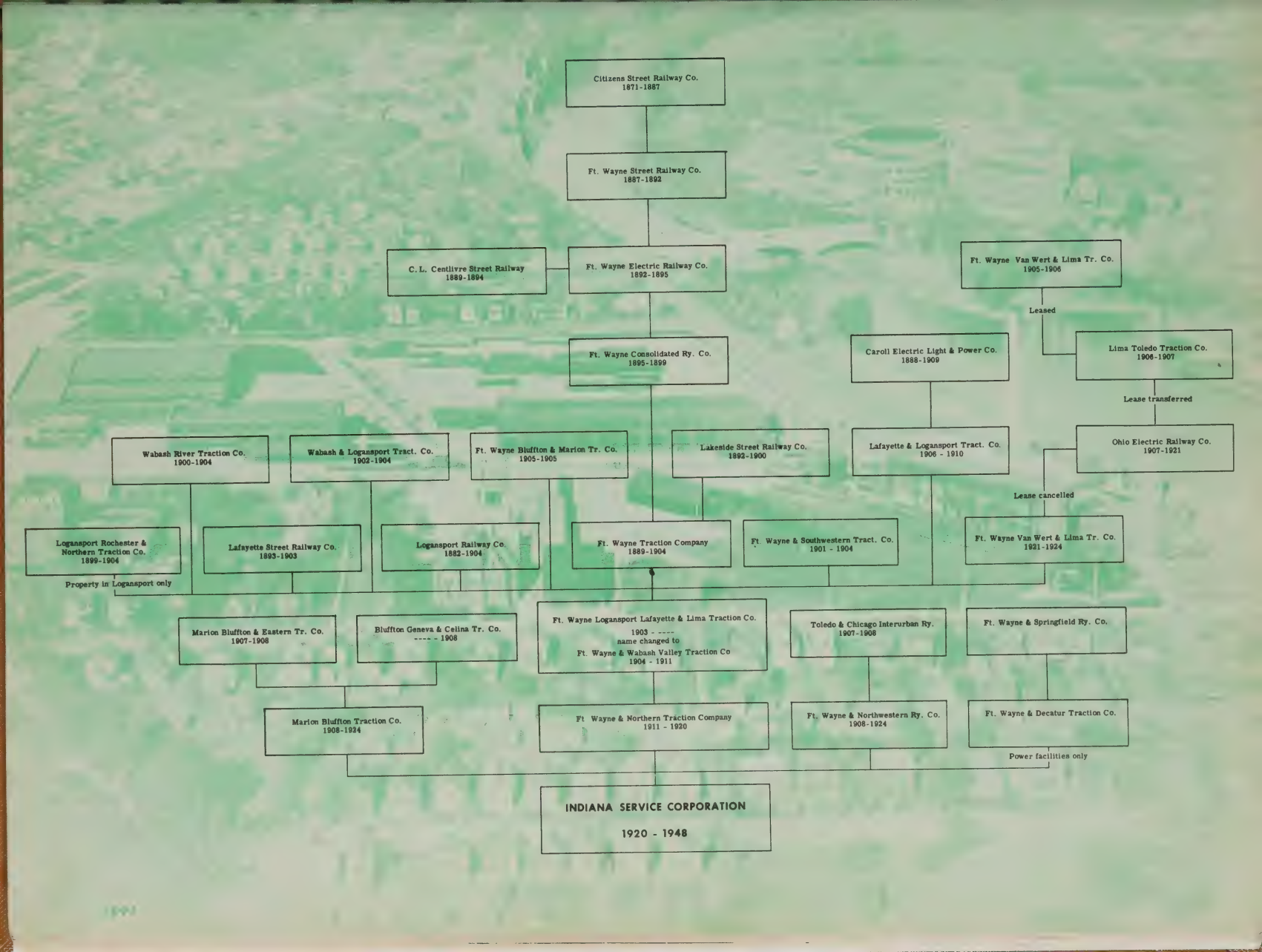


INDIANA SERVICE CORPORATION

CAR NUMBER	BUILDER	DATE BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	CAPACITY	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF			REMARKS
INTERURBAN CARS													
81,84,85	Stephenson	'01	Peckham	Trailer									
82,83	"	'01	Baldwin	"									
81-85													ex-FW&SW 301-305. Orig. had 4GE67 motors.
301-303	Cincinn.	'06	Baldwin	4GE205	HL								
304-307	"	'06	"	4W121	HL	80,000	54	55'-0"	8'-8"	13'-1"			301-311 rebuilt 1922-23
308-311	"	'09	Cincinnati	4GE205	L4	80,000	52	55'-0"	8'-6"	13'-1"			
320-321			Baldwin	4W121	HL			63'-0"					Inherited from FW&WV, 1910
322			"	4W121	HL								" " " "
323-326	St.Louis	'23	Commonwealth	4GE275	K35								
327	"	'17	"	"	K35								Rebuilt 1927 from FW&D 103
351-354	Cincinn.	'06	Baldwin	4W121	L4	100,000	46	61'-6"	8'-8"	13'-8"			Limited cars rebuilt 1922 from 501-504.
375-379	St.Louis	'26	St. Louis	4W333	HL			61'-6"	8'-9"	12'-8"			Combo.
390-391	"	'26	"	2W333	HL		24	61'-6"	8'-9"	12'-8"			Parlor-Buffet. Used in train with 375-379 class
800		'06	Peckham	4GE67	K35								Inherited from FW&WV. Parlor Car.
SINGLE TRUCK CITY CARS (circa 1927)													
170-173	Cincinn.	'07	Peckham	2GE216	K10	17000	32	31' 1"	8' 7"	11' 6"			
174-175	"	'07	"	2GE216	K36	17000	32	31' 1"	8' 7"	11' 6"			
176-201	"	'09	Curtis	2GE80	K10	17000	32	32' 1"	8' 4"	11' 8"			
202-220	"	'13	"	2GE216	K36	17000	34	32' 4"	8' 7"	11' 10"			
221-227	Brill	'13	Brill	2GE216	K36			34' 1"					
275-299	St.Louis	'18	St. Louis	2GE258	K63b	15000	34	30' 7"	8' 2"	11' 0"			
400-434	"	'19	"	2GE258	K63br	15000	34	30' 5"	8' 6"	10' 7"			
435-449	"	'22	"	2GE258	K63br	15000	34	30' 5"	8' 6"	10' 7"			
DOUBLE TRUCK CITY CARS (circa 1927)													
240-248	St.Louis	'17	Baldwin	4-506	K12a		48	42' 0"	8' 6"	12'			240-249 rebuilt to 500-509 in 1922-23
249	"	'17	St. Louis	4-506	K12a		48	42' 0"	8' 6"	12' 0"			
250-252	American	'01	Peckham	4GE67	K6	30000	44	41' 3"					
253-255	"	'01	McGuire	4GE1000	K6	30000	44	39' 6"					250-255 dt suburban cars.
370-371	"	'01	"	4GE67	K6								15 bench open cars
500-509	St.Louis	'17	St. Louis	4-506	K35		48	42' 0"	8' 6"	12' 0"			506 & 507 to St. Petersburg (118-119) in 1942 508 to Cornwall St. Ry (39) in 1945
510-524	"	'23	"	4GE264A	K35j		44	39' 11"					516 to Cornwall St. Ry. (37) in 1945
525-539	"	'24	"	4GE264A	K35j		44	39' 11"	8' 7"	10' 5"			527 & 537 to Atlantic Cy. 1947
540-554	"	'25	"	4GE264A	K35j		44	39' 11"	8' 7"	10' 5"			540,546,550,552 to Atlantic Cy. 1947; new 294-299
MISCELLANEOUS EQUIPMENT													
1	FW&NI	'18	Curtis	20E216	2-K35								Snow plow rebuilt from 125
3-4	McG	'95	McGuire	2GE1000	3-K10								Sweeper GE800 broom
5	McG-C	'05	"	2GE1000	3-K10								" " "
7	McG-C	'15	"	2GE1000	3-K10								" " "
8	Co.	—	Dorner	2GE52	2-K10								
10	ISC	'21	Curtis	trailer	none								Sand Car scrapped before 1937
13	ISC	'20	Peckham	2 Lorain 34	2-K10								Trash car. Ex-1029
14	ISC		"	2GE1000	2-K10								Wrecker
15	McG-C	'09											Sand car - Curtis trucks substituted later.
16	Misc Sy Impr Co	'08		trailer	none								3000 gallon sprinkler
17	Jones		Peckham		2-K10								Bonding car
19	ISC		Curtis										Work car out by 1926
817	ISC	'25	Baldwin	4	2-HL								Work car
818	ISC	'25	"	40E205B	2-HL								Ex 17, FW&NW 8 built 1906
820	FW&NI	'13	"	4W121	2-HL								Ex 18, FW&NW 5, became IR 792
821	ISC	'12	Peckham	4W85	1-L4								Ex 20, became IR 793
822	ISC	'21											Ex 21, became IR 794
823	FW&NI		Peckham	20E201	1-L4								Ex 819 mw car, became IR 795
824	FW&NI		"	20E201	2-K6								Ex 42 Trenton tower car
825	FW&NI	'10	"	"	"								Ex 43 Line car
826	FW&NI	'10	Baldwin	40E216	"								Ex 2617, 25, 41 Line car
827	ISC	'24	Peckham	40E214	2-K34								Ex 26, 40 Line car rebuilt '37
828	ISC	'24	Baldwin	"	2-K34								Ex 1 FW&NW Line Car, became IR 766
829	ISC	'29	"	4W307	1-K6a								Ex 7 FW&NW Tool Car
													Ex 110 FW&D, became IR 767
FREIGHT MOTORS													
845	ISC	'30	Baldwin	40E205	2-HL								Built from salvage of FW-L 43, became IR 726
846	ISC	'30	"	"	"								" " " " 42, " " 727
847	ISC	'30	Curtis	"	1-L4								" " " " 47, " " 728
848	ISC	'26	Baldwin	"	2-HL								
849	ISC	'26			1-L4								Ex 48, FW&NW 3
850	ISC	'26											burned ?
851	ISC	'26	Peckham	4	2-K6								no information.
852	Cin	'05	Baldwin	4W85	2-L4	74700							Wrecker, ex-pass., became IR 1163
853	ISC	'24	"	40E205	2-HL	80800							Ex 52, became IR 729
854	Cin	'07	"	4W85	2-L4	74400		50'-0"					Ex 53, 322 & FWL 44, became IR 730
855	Cin	'07	"	"	"	74400		50'-0"					Ex 54, became IR 731
856	Cin	'10	Curtis	20E205	"			50'-0"	8'-6"	13'-1"			Ex 55, became IR 732
857	Cin	'10	"	"	"	80200							Ex 56, became IR 733
858	St.Louis	'17	Baldwin	4W85	1-HL	75000							Ex 57, became IR 734
859	"	'17	"	"	"	76000							Ex 58, became IR 735
													Ex 59, became IR 736
130													Coke car, ex FW&NW pass. car
144													Ex FW&D 111 box freight

DATA? JJB

TRANSCRIBED WCJ


Citizens Street Railway Co.
1871-1887
Ft. Wayne Street Railway Co.
1887-1892
C. L. Centlivre Street Railway
1889-1894
Ft. Wayne Electric Railway Co.
1892-1895
Ft. Wayne Van Wert & Lima Tr. Co.
1905-1906
Leased
Ft. Wayne Consolidated Ry. Co.
1895-1899
Caroll Electric Light & Power Co.
1888-1909
Lima Toledo Traction Co.
1906-1907
Lease transferred
Wabash River Traction Co.
1900-1904
Wabash & Logansport Tract. Co.
1902-1904
Ft. Wayne Bluffton & Marion Tr. Co.
1905-1905
Lakeside Street Railway Co.
1892-1900
Lafayette & Logansport Tract. Co.
1906 - 1910
Ohio Electric Railway Co.
1907-1921
Lease cancelled
Logansport Rochester & Northern Traction Co.
1899-1904
Lafayette Street Railway Co.
1893-1903
Logansport Railway Co.
1882-1904
Ft. Wayne Traction Company
1889-1904
Ft. Wayne & Southwestern Tract. Co.
1901 - 1904
Ft. Wayne Van Wert & Lima Tr. Co.
1921-1924
Property in Logansport only
Marion Bluffton & Eastern Tr. Co.
1907-1908
Bluffton Geneva & Celina Tr. Co.
---- - 1908
Ft. Wayne Logansport Lafayette & Lima Traction Co.
1903 - ----
name changed to
Ft. Wayne & Wabash Valley Traction Co
1904 - 1911
Toledo & Chicago Interurban Ry.
1907-1908
Ft. Wayne & Springfield Ry. Co.
Marion Bluffton Traction Co.
1908-1924
Ft Wayne & Northern Traction Company
1911 - 1920
Ft. Wayne & Northwestern Ry. Co.
1908-1924
Ft. Wayne & Decatur Traction Co.
Power facilities only
INDIANA SERVICE CORPORATION
1920 - 1948



At left: #71 in Franklin, Louisville line.
Below: #73 on Muncie run has just entered Ohio Street from Traction Terminal, Indianapolis.





Left: Train #16, car #76, scoots thru tight squeeze at Daleville en route Indianapolis, June 1940.

Right: Train #10, car #79, passes automatic block signal at Ingalls, June 3, 1939. Some of these signal heads can be seen today on South Shore Line.





Left: Car 79 again, this time on Muncie-New Castle shuttle at Burcutt in 1939.

INDIANA RAILROAD SYSTEM:

The background of the Indiana Railroad System begins with the Alexandria-Anderson line of the Union Traction Company, placed in service in 1897, and develops with the growth of the network of interurban railways centering at Indianapolis. Each of these companies built its own power plant and, as a side line, sold electrical energy for general commercial usage. Gradually the utilities expanded until they overshadowed the railways. With the advent of the automobile and the paved "hard" road, the individual need for interurban service by rail diminished rapidly. As a matter of self-preservation, the numerous traction companies were forced to plan consolidation as a means of reducing overhead and increasing efficiency. Attempts were made from 1925 on to merge the railways, but the objections of security holders, fearing the relative value of their holdings would not be protected, deadlocked proceedings until eventual receivership and bankruptcy of the principal companies enabled these claims to be liquidated.

Finally, on July 2, 1930, agents for the Midland United Company, an Insull-managed holding company, purchased from A. W. Brady, Receiver, the Union Traction Company of Indiana. The rail property was combined with that of connecting lines of the Northern Indiana Power Company, the Interstate Public Service Company (soon to be renamed the Public Service Company of Indiana) and the Indiana Service Corporation into an operating group called the Indiana Railroad System. The power properties of these various underliers were similarly regrouped separately. The Fort Wayne-Lima Railroad subsidiary of the Indiana Service Corporation was placed under the same management, altho it was not advertised as a part of the Indiana Railroad System.

Thus was formed a consolidated system of almost 800 miles of railway linking many of the principal cities of Indiana and Louisville, Kentucky, with a convenient outlet to Ohio points and Detroit.

Officers of the new organization included: Samuel Insull, Chairman; S. Insull, Jr., Chairman of the Executive Committee; R. M. Feustel, President; W. A. Sauer, V. P. Henry Bucher, V. P. & General Manager; C. W. Chase, Director; L. M. Brown, Genl. Supt. Interurban Lines.

The new management took over on Friday, August 1st, 1930. In September, abandonment of 72 miles of weak branches took place, closing Kokomo-Logansport, Marion-Wabash and Muncie-Portland. Negotiations for these changes had been carried out by the Union Traction Receiver with the authorities and were also a planned part of the sale terms. At this time the new company issued its first consolidated timetables.

The consolidation plan was completed when the Terre Haute Indianapolis & Eastern Traction Company's property was acquired at a foreclosure sale on June 23rd, 1931 and was divided between the Indiana Railroad and the Public Service Company of Indiana as follows:

INDIANA RAILROAD: Railways: Indianapolis-Brazil; Indianapolis-Richmond; Dunreith-New Castle; Richmond street railway; abandoned Indianapolis-Danville interurban.

PUBLIC SERV. CO. of INDIANA: Railways: Brazil-Terre Haute-Paris (Illinois); street railway in Terre Haute; transmission lines along various interurban routes.

This purchase brought all the interurban lines in central Indiana under one management, except for the Indianapolis & Southeastern Railroad, which already had abandonment proceedings under way, and the suburban Beech Grove Traction Corporation. It brought the system 175 miles of additional route, but piecemeal abandonments claimed most of the 20-mile shuttle lines by the middle of 1932, leaving a core of about 600 route miles which were operated right thru the worst of the depression years of the 1930s.

Interurban railways in Indiana had been unusually well developed during the first decade of the twentieth century. Abundance of natural gas in the central part of the state spurred light industrial development and cheap power helped the traction companies provide the kind of service that had much to do with the attractiveness and prosperity of the farms and communities in the area. The picture, unfortunately, changed abruptly in the 1920s. First the gas began to play out and then came the cheap auto. Of the two factors, the latter was undoubtedly the more serious as it invaded the special field of the interurban passenger railway by making each farmer and salesman commander of his own private interurban "bus"

To offset the new competition, the interurbans had turned as best they could to the building of freight traffic, but this was not an easy field for them. Routes that had been built over streets to reach the courthouse square had sharp curves that wouldn't pass interchange box cars and also had watchful residential neighbors that bitterly resented rumbling freights vibrating their windows. Business men complained about trains of more than 3 or 4 cars blocking downtown streets. Changes would be needed to overcome these restrictions.

In the passenger field it was felt that high speed operation could stay the ebbing of traffic to private autos, but the interurbans had built over streets from one edge to the other of intermediate towns, they had sharp curves, light, rough track and power supplies inadequate for high performance cars. There was inadequate grade crossing protection, routes were mainly single track with normally-closed low-speed rigid-switch turnouts (many of them stub ended) into sidings not well located for fast schedules.

Despite these handicaps, the men of Indiana Railroad planned for an electric railway that would outdo the fine railroads that Insull's people had made in the last few years of the South Shore Line, North Shore Line and Aurora-Elgin. New rolling stock, substations, terminals, belt lines, heavy rail, double tracks, reduced grades and easier curves were all in the plans. Modernization began in the car equipment with an order of 35 light weight high performance cars, 21 from Pullman and 14 from American Car & Foundry.

The new cars were a further development of the basic design already proved in service on the Cincinnati & Lake Erie Railroad, a 25-ton unit with low floor and 4-100 hp motors, fitted with much improved seats and arranged for one-man operation.

As described in a take-one folder, in addition to the powerful motors, a streamlined exterior with rounded contours reduced wind resistance and added to speed. The high horsepower-per-ton ratio matched the following year in cars for the Philadelphia & Western Railway (still in operation at this writing), was not again tried in this country until the experimental Evanston express cars of the Chicago Transit Authority were produced in 1955 and on 5 similar cars on order now for the CTA.

A new schedule of air brake equipment was applied, using a self lapping brake valve and clasp brakes. In addition there were magnetic track brakes for emergency use. The main body of the car was built of aluminum alloys, and all possible finishing details, brackets and equipment cases were made of this light material, thus making a very low center of gravity which contributed to excellent riding qualities.

The 14 ACF cars were equipped with a rear observation lounge section. Thick carpeting covered the floor of this compartment, with a pattern blending artistically with the two-tone coloring of walls and ceiling. Several schemes were used to give variety between cars. Walnut tables and reading lamps were located between deeply upholstered lounge chairs and a pair of tapestry divans. Narrow window posts and wide expanses of crystal clear glass afforded an uninterrupted view of the countryside.

The rear third of the 21 Pullmans was fitted with additional coach seats, except for the rear platform which was arranged as a baggage compartment, loaded from a folding rear side door.

The cars were fully electrically heated and ventilation was supplemented by bulkhead-mounted circulating fans. Lighting operated from a 32 volt battery, in turn charged from a 600-v DC motor-generator set. In this way the lights were kept independent of the noticeable fluctuations in trolley voltage, and an additional measure of comfort was assured in case of trolley dewirement. At passing points and remote tag ends of certain branches, it was not uncommon for line voltage to dip to 300 when cars started.

The average cost per car was about $28,000, which at the time was about four times the cost of an average home, and represented a total investment of nearly a million dollars in new cars.

In addition to this about half a million was spent improving power facilities. At Bucy and at Pendleton new 850-kw (continuous at 625 v DC) rectifier stations built by Brown-Boveri were installed. They were designed so that it was a simple matter to change them from the then-existing 25-cycle power fed from Anderson power house to 60-cycle purchased power when that step of modernization came in 1937. A million pounds of copper, mostly salvaged from abandoned lines, was strung to reinforce power distribution along retained routes.

Despite the excellent beginning, the new company was too close to the pulse of the area not to be affected by the general business depression that persisted thru the 1930s and on June 28th, 1933, Bowman Elder was appointed Receiver of Indiana Railroad. The other three utilities whose railroads comprised the System weathered the depression without court reorganization, due to the strength of their power business, rapidly growing now thru rural electrification.

The Receiver was able to make numerous improvements and economies. Hoped-for purchase of additional new cars was sidestepped by two alternative steps: a lot of 10 relatively new one-man light weights were bought from Cummings Car & Coach Company when returned to them by the intended purchaser, Northern Indiana Railway, upon abandonment of its lines out of South Bend; and, secondly, about 30 of the best steel hand-me-down cars of the predecessor companies were revamped as one man cars. The Northern Indiana cars, renumbered as IR 90s, proved economical and practical, but no comparison to the highspeeds in either comfort or performance and found their best application on short runs out of Indianapolis and between Muncie and New Castle. They did some duty on the very long Indianapolis-Peru Ft. Wayne and Indianapolis-Dayton runs, however. The steels, tho really not very old, were of the solid heavy construction that was slow on the take-off and unwieldy in street traffic. Once under way, and given a run of several miles between stops, they could barrel along at 55-60 mph.

As general business conditions improved in 1935 and 1936 the interurban enjoyed an encouraging comeback, winding up the latter year with a little net income. Of course, labor rates were terribly low. A bulletin in 1934 indicates that, as of October 1st that year, one-man operators received 41¢ per hour (after 3rd year), while motorman or conductors in two-man service got 38¢ and brakemen, 31¢. Still, things looked good and the receiver purchased for junk the Richmond-Dayton, Ohio line of the Dayton & Western Traction Company. D&Ws slow lightweights were not included in the deal, and on August 2, 1936, IR one-man heavies began running over D&W rails.

Left: Hill siding, Louisville line. Below: At Capitol & Kentucky, Indianapolis; under that, at Mason Siding, south of Ft. Wayne. At bottom: Remains of #78 after mixup near Columbus in September 1941.













Above: #64 at Ingalls, August 1940. Above that: #72 at Traction Terminal, July 1938. Skirting below side sills was removed for easier maintenance in late 1939.

However, in 1937 a turning point was reached. Labor strife came over the country generally. A strike was called by employee of the obsolete 25-cycle generating plant at Anderson, backed by the only-recently strengthened union of shop workers, city trainmen and some interurban operators. Shutdown of the plant tied up those portions of the road fed by the 25 cycle power. While at the end of the strike the boys got some raises, the higher costs of operating the inefficient reciprocating steam generators became unbearable. Replacement was impractical and the final solution meant abandonment of the marginal Indianapolis-New Castle-Richmond-Dayton line and reshuffle of the better 60-cycle substation equipment to permit retention of the Indianapolis-Muncie-Ft. Wayne line, using purchased power.

Up to this time Indiana Railroad was primarily a railroad operation, having disposed of all bus operations handed to it by predecessors except suburban Indianapolis-Franklin service and city lines in Anderson. Altho it was one of the first to have its own trucks, they were entirely in free pick-up-and-delivery service feeding the railway Less-than-Car-Load business.

In 1938 however, the company began to yield to the pressures for conversion to bus. Traffic had fallen to levels from which recovery in the coming automobile economy would be impossible. Rather than go out of business entirely with almost a thousand employes, it was decided to take the step to buses and trucks. First to go was the Peru line. A final pressure was applied by the operations of the new Securities Exchange Act, with its death-knell for holding companies and enforced separation of power and railway operations. Compliance liquidation of Midland United forced abandonment of remaining rail operations in rapid order, the final blow falling January 19, 1941 with closing the Ft. Wayne - Indianapolis-Seymour line, just a little too soon to cash in on the wartime boom in passenger traffic.

Remaining was a single passenger car daily each way between Indianapolis and Seymour, operated by Public Service Company of Indiana as a token concession to an unbreakable right-of-way lease needed for distribution lines. Also remaining were a few miles of track into Binkley mine, near Terre Haute and another few miles of rail near Sellersburg, on the Louisville line, operated by a newly-formed Southern Indiana Railway to reach a cement plant.

On September 8, 1941 the lone daily passenger car on the Seymour line, thru an almost impossible chain of errors, met the line car on a blind curve south of Columbus and thus abruptly provided the lease-breaking situation that permitted its final abandonment. The Binkley mine closed in a few years after its resources were depleted. The Speeds-Sellersburg line has now been dieselized, but remains in operation.

As a bus and truck operation, Indiana Railroad saw many additional changes and was finally dismembered and some portions absorbed into larger bus and truck companies.

In the take-one folder issued upon the inauguration of its new cars in July, 1931, the company outlined this policy:

"The investment of such large sums implies a substantial faith in the future of the territory served...the company feels that the public needs and desires this type of fast, economical transportation, and it is their aim to furnish it.

"The active support ... of the public along these lines will make it possible to maintain...the excellent service now being introduced.

"Service on some lines forming a portion of the Indiana Railroad System has been discontinued, a step made necessary by lock of patronage from the various towns thru which the interurbans operated.

"The lines between Indianapolis, Louisville and Ft. Wayne and other main lines connecting principal cities of the state will be continued, developed to the utmost and operated for so long as they continue to receive whole-hearted support from the communities they serve."

Indiana Railraod lived up to both the letter and spirit of this statement, and altho the rails are gone today, its decade of existence will always remain a treasured memory among railfans.





WBC









Until the high speeds were delivered late in 1931, some of the wooden equipment of predecessor companies was used by Indiana Railroad. Shown here are ex-THI&E #72, ex-UTC #273, 413 and 272.

Indianapolis, Indiana
September 4, 1935

Bulletin #138

Dispatchers and Trainmen:
Indpls-Kokomo-Peru Div.
Peru-Fort Wayne Div.

Effective September 5, 1935, daily except Sundays, U. S. Mail car will be operated on Trains 202 and 216, instead of 90 type car.

Operator on Train 202 will work conductor from Tipton to Shoe Siding and swing to assigned run at Shoe on Train 205.

Operator on Train 205 from Fort Wayne to Shoe will work conductor on Train 202 from Shoe to Peru. Arriving at Peru will get extra motor of the 90 type to complete run of Train 202 from Peru to Fort Wayne.

The motor operated on Train 215 each day except Sundays between Fort Wayne and Peru, will be pulled off at Peru and U. S. Mail car operated from Peru to Indianapolis. Motor will be backed to Peru freight yards to go out on Train 202 next day. Operator on Train #16 into Peru will work conductor from Peru to Pot Siding on the day that Peru Operator works long day.

Operator on Train 215 on short day out of Peru will work conductor from Pere to Indianapolis. On long day will work conductor from Pot Siding to Indianapolis next day. Will work as Operator on the runs,

The motor used on Train 218 each day except Saturday will be deadheaded to Indianapolis next day.

On Saturdays it will be necessary to run this motor to Peru to have a motor available on Train 202 on Mondays. Trainmen used as a conductor from Indianapolis to Tipton on U. S. Mail train leaving Indianapolis at 5:45 A.M. will return this motor to Indianapolis. On Saturdays, Operator on Train 216 will swing with Operator on Train 219, who will take motor to Peru.

Operator into Peru on Train 217 will switch the motor off of Train 215 to freight yards when the Operator on Train 215 works as conductor to Pot Siding.

C. C. Lentz
Trainmaster.

Indianapolis, Indiana
September 9, 1935

Bulletin #142

Dispatchers and Trainmen:
Indpls-Kokomo-Peru Div.
Peru-Fort Wayne Div.

Effective September 9, 1935, a new freight will be placed in service between Louisville and Fort Wayne via Peru. Train will operate on the following schedule:

Northbound		Southbound	
Lv. Louisville	5:00 PM	Lv. Ft.Wayne	7:00 PM
Indianapolis	9:30 PM	Peru	11:30 PM
Peru	1:00 AM	Indianapolis	3:00 AM
Ar. Fort Wayne	5:00 AM	Ar. Louisville	7:30 AM

Northbound will handle a trailer out of Louisville for Peru, pick up a trailer at Indianapolis for Fort Wayne and unload any freight on train at stations between Peru and Fort Wayne.

Southbound will handle a trailer out of Fort Wayne for Indianapolis, pick up a trailer at Peru for Louisville. Will load freight between Fort Wayne and Peru at all stations for Louisville and beyond, and Terre Haute and beyond only.

No cars will be set off, picked up, or freight loaded and unloaded between Peru and Indianapolis unless ordered by the Dispatcher.

C. C. Lentz
Trainmaster.

CCL:GT

Indianapolis, Indiana
October 7, 1935

Bulletin #162

Dispatchers and Trainmen:
Indpls-Muncie-Fort Wayne Div.
Indpls-New Castle-Richmond Div.

Effective October 5, 1935 new automatic signals governing the movement of trains over cross-over at Spring Valley and westbound main will be placed in service.

East and West indication will be normally dark, and indication given only when car is in either block on the westbound main track.

Indication on north towards Fort Harrison will be normally burning.

At Post, the westbound train will receive a red and yellow permissive indication in signal on right hand side of track if the signal on eastbound track is red, and may proceed to Spring Valley and westbound main find a train on main at Spring Valley. If eastbound track is clear or the signal on westbound Valley. If crossover track is the signal green, the signal at Spring Valley, if crossover green light. On approaching signal at Spring Valley, either on the cross-over track or the track is not occupied, either on the cross-over switch point on the west leg of Wye, or 200 feet west of cross-over signal for westbound track, the signal will indicate green or clear signal for westbound trains, but will have red or stop indication for trains attempting to use the cross-over or against the Ft. Harrison trains leaving the wye.

In addition to this, on either side of this signal, we have installed a white light which will be used as an indicator only. These lights will be burning only when a train is occupying the signal section of track on the westbound main. The white light indicators are not to be considered as an operating signal.

Eastbound trains will reduce speed to not exceed 25 miles per hour at cross-over. This is necessary account trolley will not ride at overhead switch pun.

C. C. Lentz
Trainmaster.

CK

Indianapolis, Indiana,
November 10, 1927

Bulletin #117

Dispatchers & Trainmen:
Indpls-Muncie-Fort Wayne Div.

Effective 4:00 A.M., November 14, 1927, the route of trains through Anderson will be changed and the track from 5th & Main Streets to 11th & Meridian via Meridian, will be abandoned; and from 16th and Arrow Avenue to Nichol and Madison Avenue via 16th Street, and Madison Avenue will be abandoned.

Both Eastbound and Westbound trains will use the same route, which will be Arrow Avenue to Nichol Avenue; Nichol Avenue & 11th Street to Main Street, and Main Street to Anderson station.

The Eastbound main track will be cut into the Westbound main track to Main Street, and Main Street will be cut into the Eastbound main track about 90 feet North of the Pennsylvania crossing, making single track over the Pennsylvania. Passenger tracks, making single track over the Bolt. Freight and work tracks, making single track over the Junction; 9th & Main Streets; Nichol Avenue & 11th Street with passenger trains or other freight and work trains will keep clear Avenue, or the Junction. Freight and work trains will keep clear avoided by all trains if possible. Anderson Junction and the Bolt, so there of all scheduled trains.

will be no delay to scheduled trains.

In a few days Meshed Blocks will be installed as follows: End of double track at Pennsylvania crossing to 9th & Main Streets; 9th and Main to Johns Street; Johns Street to 16th Street and Arrow Avenue, and until these blocks are placed in operation, trains meeting in Anderson will be governed by verbal orders from the Dispatcher.

Trains both Eastbound and Westbound will pick up and discharge passengers on the west side of Meridian on 11th Street. Also, pick up and discharge passengers at all street stops.

Freight and work trains operating through Anderson from 6:00 AM to 10:00 PM, will not handle more than the motor and 5 cars in one train. Trains should use extra precaution Southbound on Main Street as traffic will perhaps not be expecting this operation, and also reduce speed to not exceed 5 miles per hour around curve at 11th & Main Streets.

C. C. Lentz
Trainmaster.

CCL:GT

A few interesting transportation department bulletins.





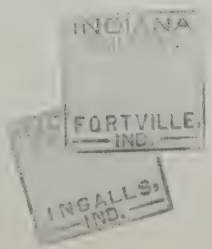


Indiana Railroad had taken all parlor cars out of regularly scheduled service by 1932, but the UTC cars shown here, INDIANA and PURDUE (below) were retained in operable condition for special party service until the fall of 1936, when they, too, were retired.

Actually, the need for parlor cars had ended as the high speed observation-lounge cars offered more comfortable accommodations at no extra fare. For special parties, car 55 (which had been rebuilt into a full-length lounge) was also available.

















Possibly the pinnacle of interurban car design was reached in the combination of speed, acceleration, braking, comfort and economy engineered into the 35 "HIGHSPEEDS" built for Indiana R.R. in 1931. The 14 observation-lounge cars (numbers 50-63) were built at Jeffersonville by the American Car & Foundry Company. Shown above are 51, 52, 53, 58 and, below left, 58 at various points along the Indianapolis-Muncie-Ft. Wayne line.



GK

These are two of the publicity shots Indiana Railroad had made of the observation-lounge cars upon their delivery, and show car 50 along the Jeffersonville-New Albany line (a suburban route on which this type of car would never see regular service).



GK

The maximum operating train length for Indiana Railroad high speed equipment was three cars.

The straight-air brake system was suitably responsive only up to that length; the 600-volt bus system which permitted use of only one trolley pole per train only had that much capacity, and for that matter the substations along the line could barely handle the demand of one three-car train, much less two of them meeting or running close together in the same direction.

Upper photo at Columbus, Indiana, shows two excursion trains northbound in 1939.

Lower scene is at Rock Cut, west of Greencastle on a rail-fan trip. At one point on this day it was necessary to cut out two of the cars to get enough voltage to move the train.


INDIANA RAILROAD
38
38
FORT WAYNE
SPECIAL





By shuffling the seating between cars 55, 62 and 63, the former became a full-lounge car while the others became coach-baggage combines. Upper view at Traction Terminal, scene at right at Speeds on cement mill spur. Below, 82 speeds thru Hurst siding on Ft. Wayne line.





GK GK



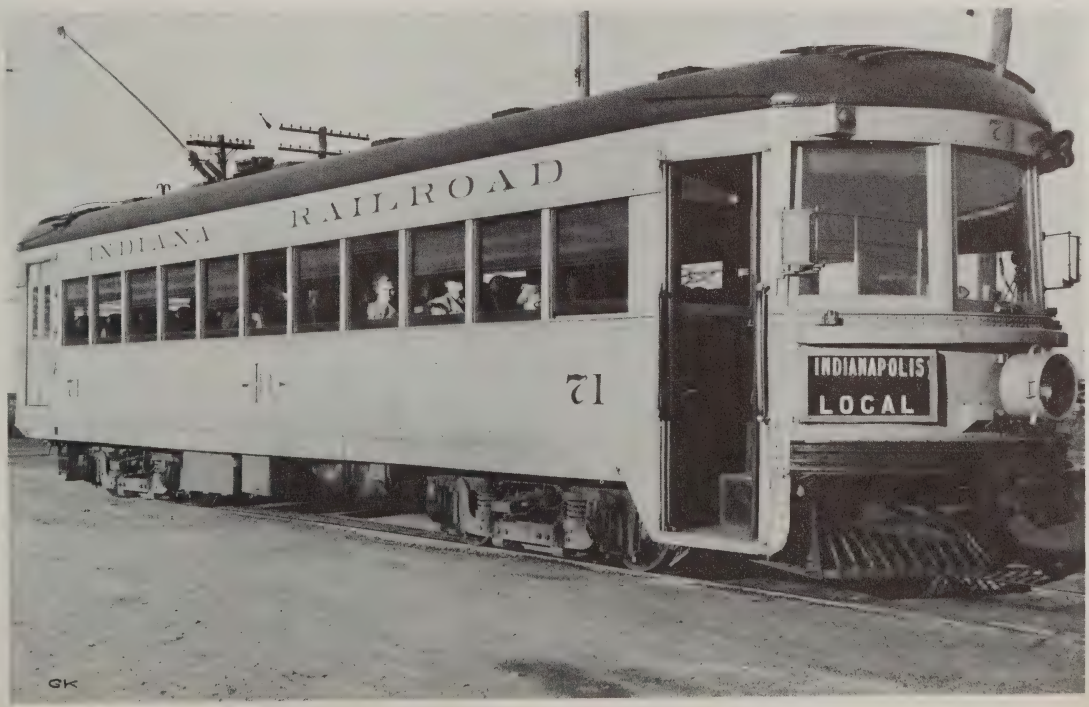
RES

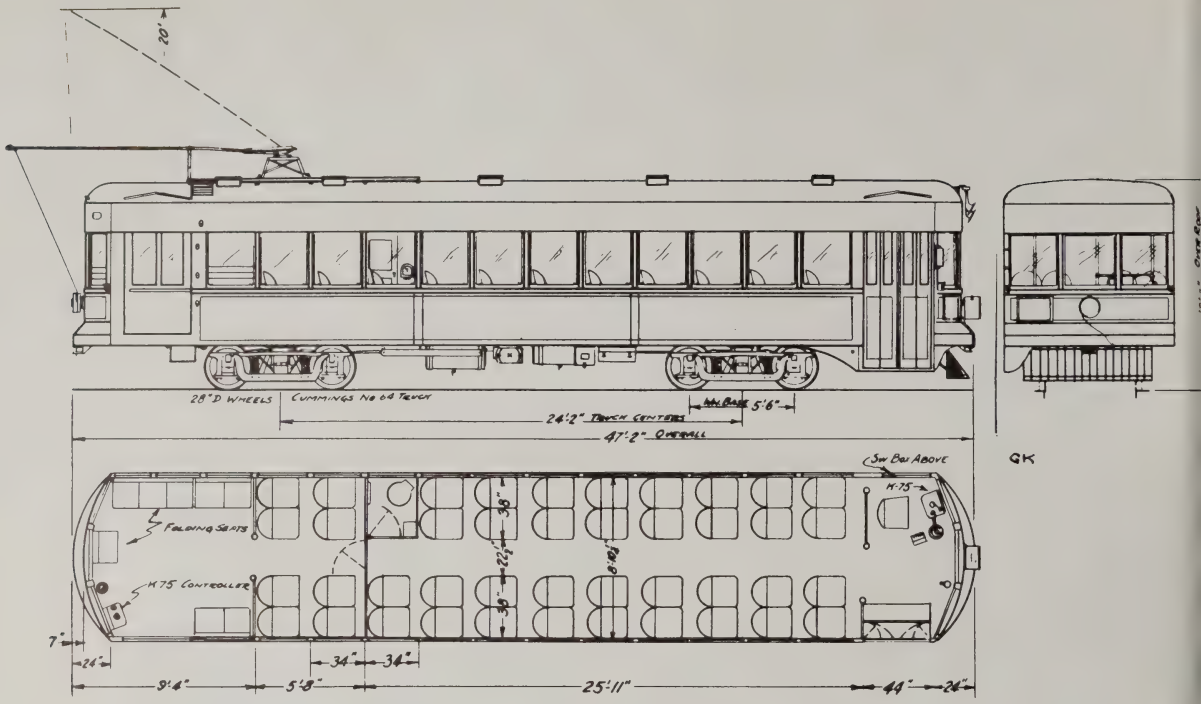


Last serviceable car of the system was #65, shown in center at Anderson Jct., 1937; at top, after end of operation in September 1941 at Columbus; and, at bottom, currently undergoing loving restoration at Illinois Electric Railway Museum, North Chicago, Illinois.



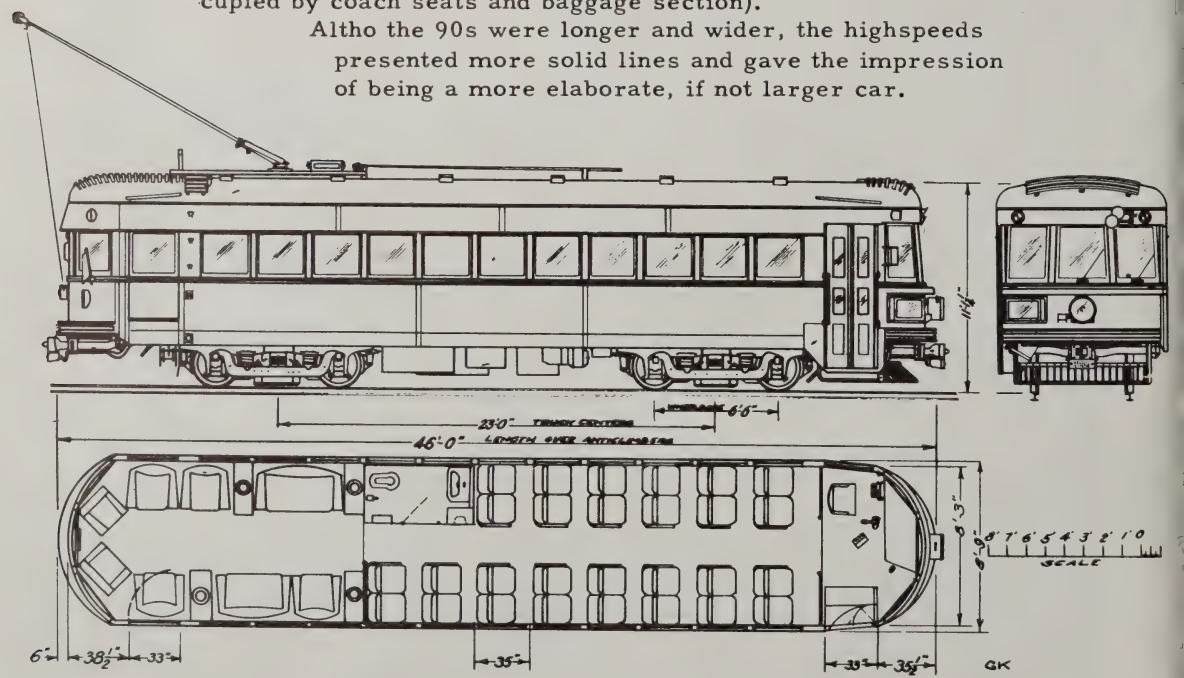
The interior of car 63 was gutted out by a heater fire early in 1936 and spent several months in Anderson shops, emerging late in the fall of 1936. Photo above was taken during its tryouts on the mile of track connecting the shop to the Indianapolis-Muncie main line. . . . . The Pullman-built cars (64-84) were very nearly identical to the AC&F lot (50-63). Most obvious difference from the front were the square classification lights; from the side, the baggage door; otherwise, fine details such as rivet arrangements.





Above: Cars 90-99, formerly Northern Indiana Railway #350-359.
Below: Cars 50-63 (64-84 similar but the rear third of car was occupied by coach seats and baggage section).

Altho the 90s were longer and wider, the highspeeds presented more solid lines and gave the impression of being a more elaborate, if not larger car.











Top left is #91 at New Castle on Muncie shuttle, 1938. Center is at Indianapolis, while #91 at bottom is at Ft. Wayne, 1935.





GK

Cummings Car & Coach was represented on Indiana Railroads roster by the 90s.

From top left, down:
90 on College Av., Indpls.
90 at Anderson shop, '39.
93 at Traction Term., '35.
98 on College Av., 1936.
98 at Fort Wayne, 1936.

Immediately above:
90 at Sunnyside, 1937.
Below:
K-75 controller and Ohmer fare register on #94 at Indianapolis in 1937.



GK



JFH

Interstate Public Service contributed the only passenger trailers that saw service into one-man days. #302 (above and below) is at Indianapolis, while #304 is at Terre Haute.



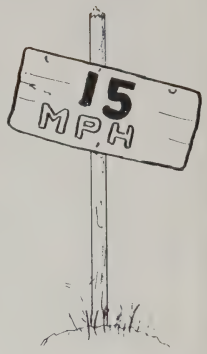






At right is Indiana Service lightweight #323 pulling into Waterloo at 1:20 PM on September 6, 1932. NYCRR in background



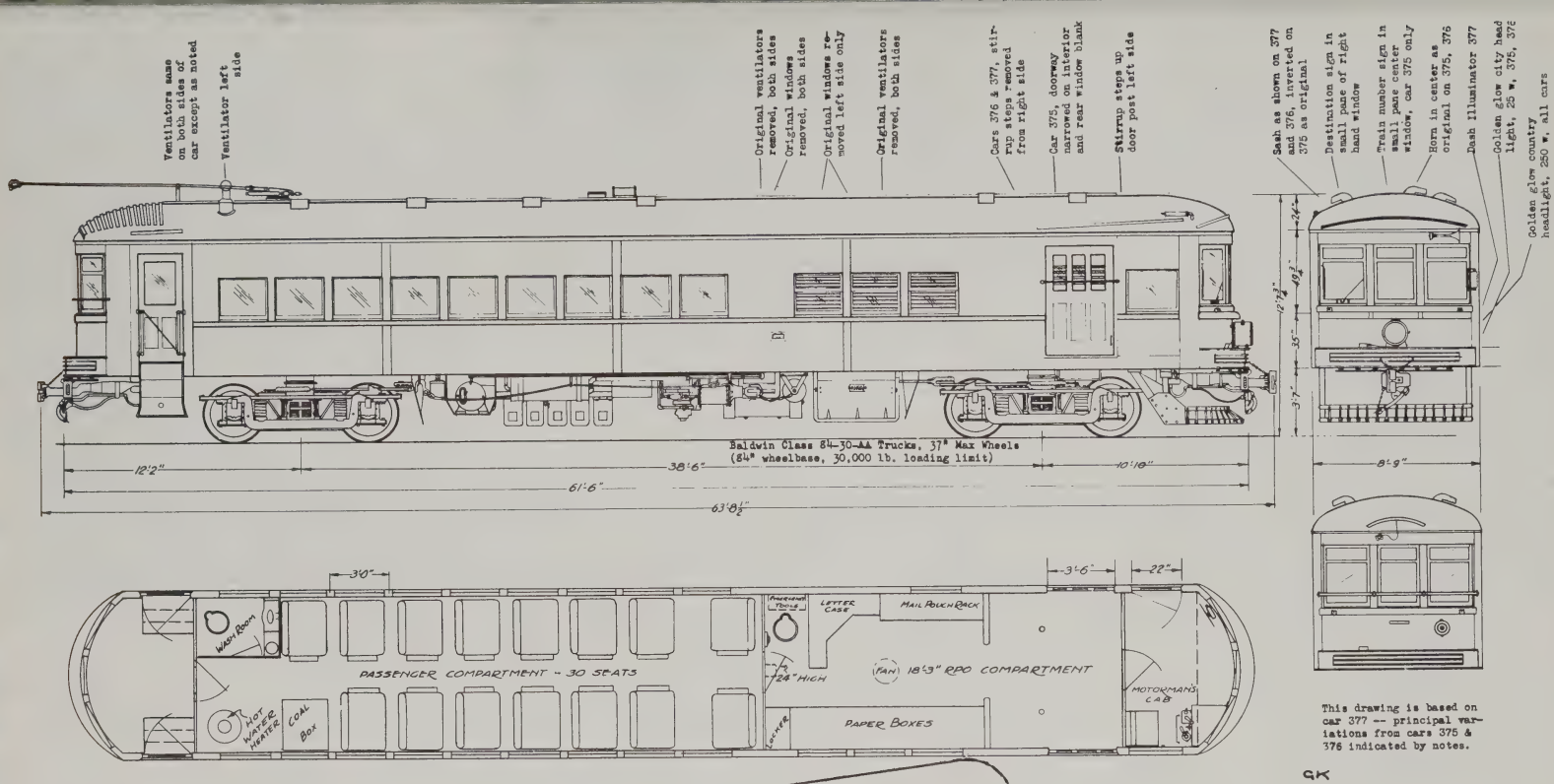


First of central Indiana's one-man interurban cars were Indiana Service Corporation's 320s, already so operated when Indiana Railroad took over. Their rebuilding served as pilot model for the design used in converting of thirty heavy steels.



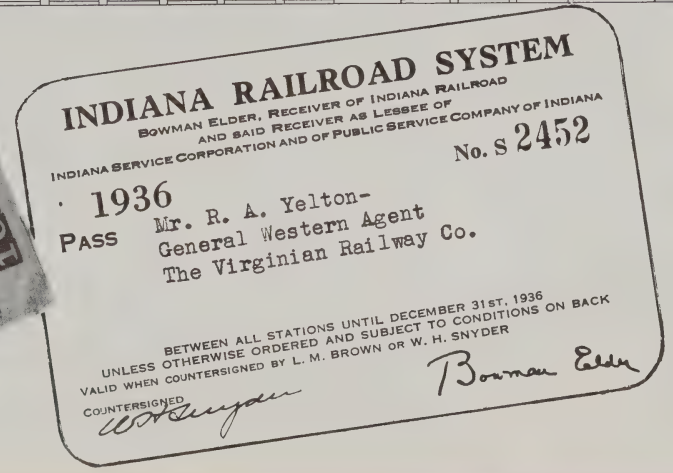
ALL-GK

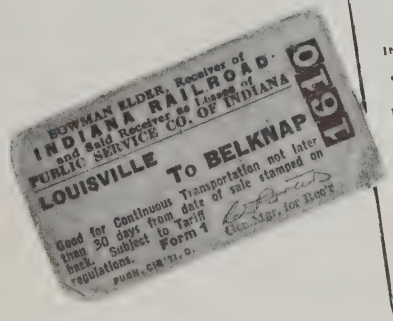




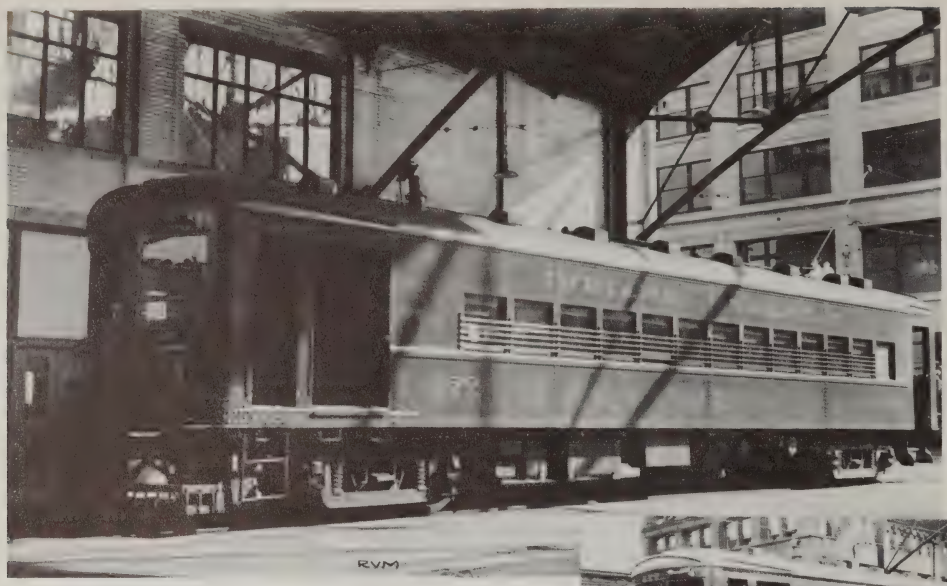
This drawing is based on car 377 -- principal variations from cars 375 & 376 indicated by notes.

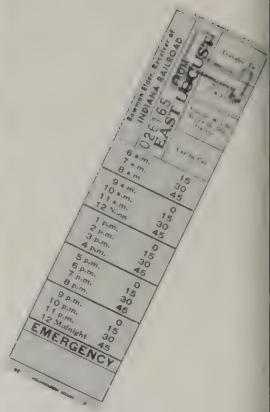
GK





This drawing shows Indiana Railroad #375-377 as rebuilt (from the same numbers of Indiana Service Corporation) for use as railway post office cars on the Indianapolis-Peru and Ft. Wayne-New Castle runs.









The 375-class were just a little more elaborate in many respects that the other Indiana heavy cars, altho they closely resembled the 427-type. The 375s had two compressors; they had battery lighting; the motorman had an operating cab completely separated from the baggage compartment by a bulkhead. This made them the obvious ideal choice for the conversion to Railway Post Office service.

Upper pair of views show #377 during the brief period in which it carried Indiana Railroad lettering and orange livery but was a standard passenger car.

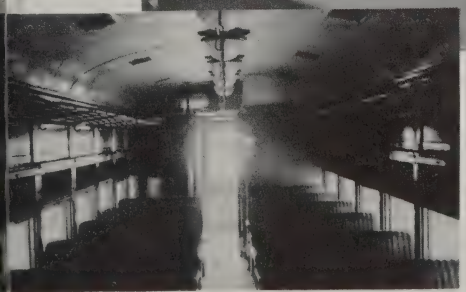
Center view shows #376 making the safety stop at the Big Four tracks in Muncie, on a northbound trip from New Castle to Ft. Wayne in 1936.

At left, #375 rounds the bend at the Tipton station on a northbound trip as train #202 in October 1935.









GK

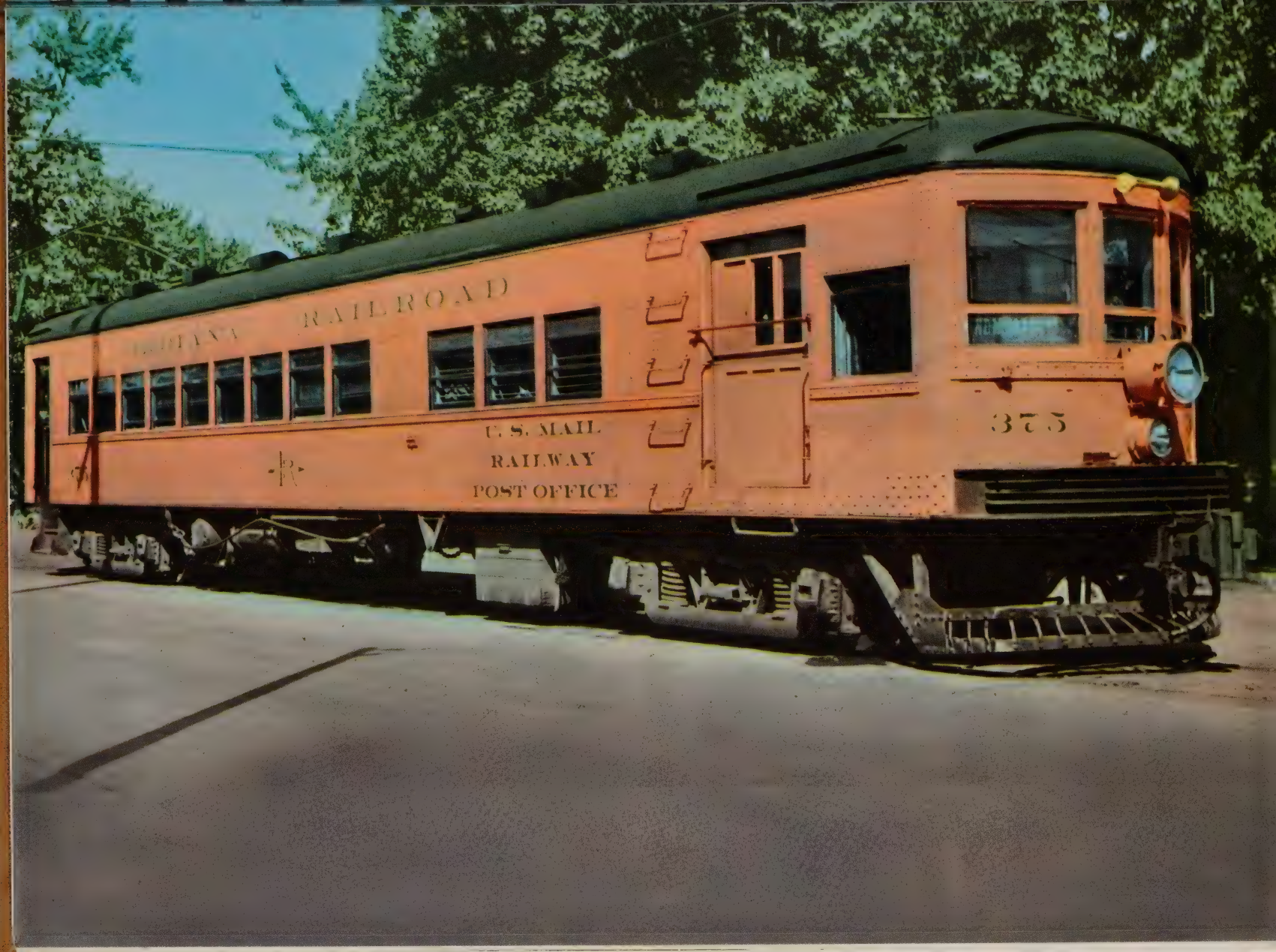
Two-man operation remained on the railway post office cars operated between Indianapolis-Peru and between Ft. Wayne-New Castle until the abandonments of these lines in 1938 and 1941, respectively. Upper photo, taken on inauguration of Peru run, shows loading of train #202 at Traction Terminal about 5:30 AM. Lower shot is of same car wying at Ft. Wayne on the other R. P. O. run.



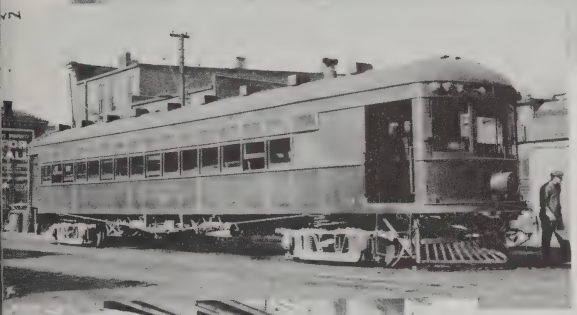
GK

The former Indiana Service Corporation #377 was the only heavy two-man car NOT A RAILWAY POST OFFICE car to be repainted in the deep tangerine orange (photographs dark in 1932 scene at Ft. Wayne above) of Indiana Railroad. Early morning photo below shows same car revamped for R. P. O. service in 1935.




RAILROAD
U. S. MAIL
RAILWAY
POST OFFICE
375













The former Union Traction 400-series steel cars posed a problem in the equipment modernization program Indiana Railroad put into action. If they were to be retained they would have to be one-manned, but the steel bodies (built 1913) were so badly deteriorated as to require extensive rebuilding. The problem was avoided in 1935 by the leasing of 10 former Northern Indiana Railway lightweights (Indiana's 90-series) from Cummings Car & Coach. Thereupon the 400-class went to the junkman. On this page, from top down, are #407 at Ft. Harrison, #405, 403, 404 at Indianapolis (note truss rods and revamped upper sash on 405), and #402 at Lafayette. Above #404.





Basic heavy car of Indiana Railroad was the #427-441 group, acquired from Union Traction, and used by IR as two-man cars until the 1935-36 rebuilding to one-man. As two-man cars they carried UT red paint job and gold-leaf car name.

Names used on Indiana Railroad cars included:

400-Pendleton	432-Kokomo
402-Arcadia	433-Walton
403-Cicero	434-Anderson
404-Atlanta	435-Muncie
405-Indianapolis	436-Wabash
406-Carmel	437-Marion
407-Winchester	438-New Castle
408-Summitville	439-Bluffton
427-Ft. Wayne	440-Alexandria
428-Tipton	441-Hartford City
429-Noblesville	442-Eaton
430-Peru	443-Elwood
431-Logansport	445-Daleville

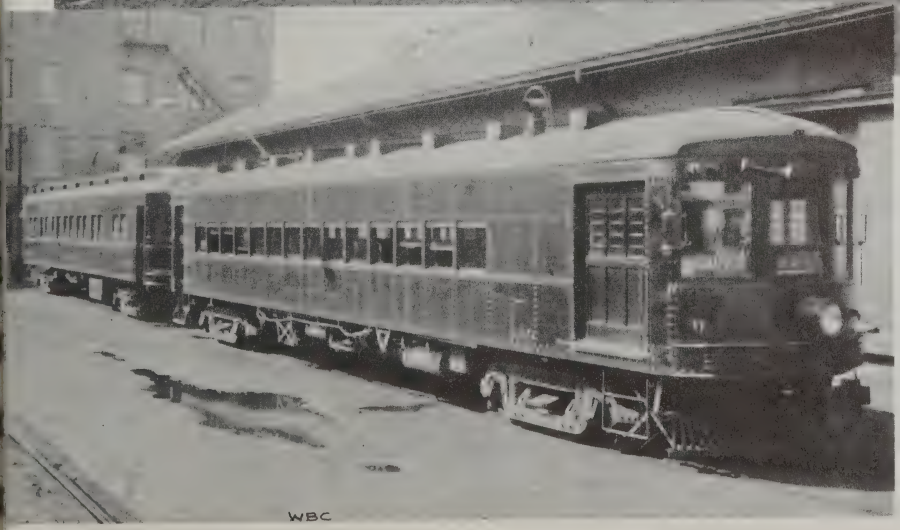


Top: #428 on Wabash Av., Terre Haute, fall of 1935.
Center: #427 at Traction Terminal, Indianapolis, 1933.
Bottom: #427 at old station, Kokomo, 1932.



Equipped with 4-125 hp. motors, the 427s could do a creditable if not spectacular job of hauling trailers. The rear of several 427s was fitted with an early form of tight-lock MCB radial coupler which greatly reduced slack action, jolting, and noises of trailer operation.





Top: #430 at Terre Haute, in 1935.
Center: #438 with parlor car PURDUE, then being used as a special party car, at Anderson yard in 1934.
Bottom: #439 with sleeper #166 at Traction Terminal in from overnight run from Louisville in late 1931, shortly before this service was ended.



WBC

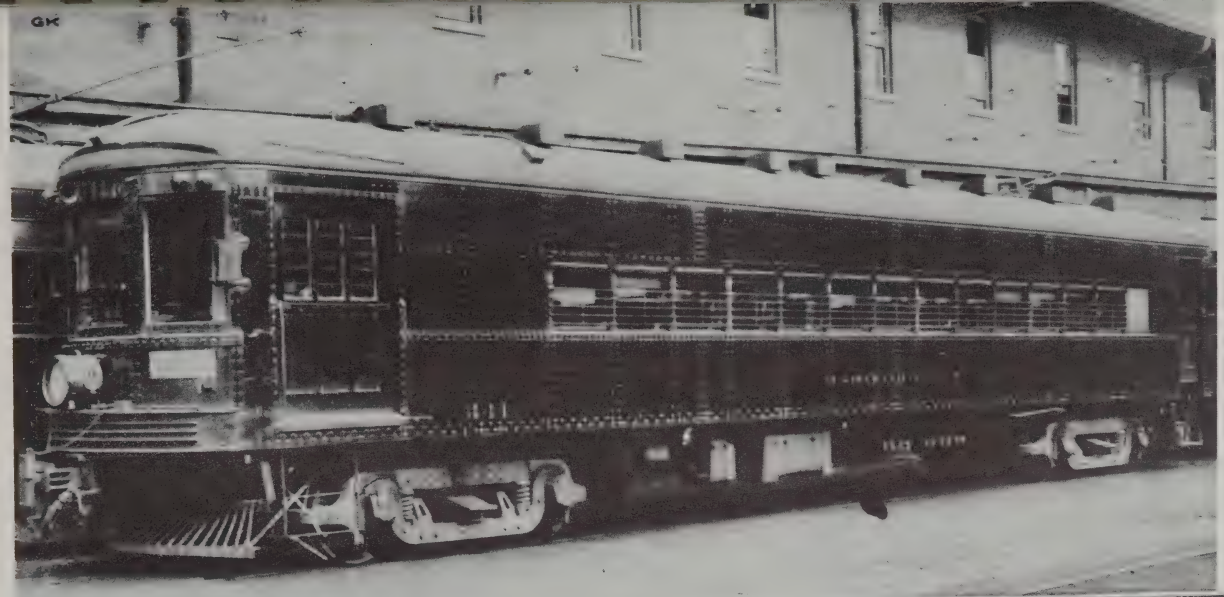


WCJ



RMS

At top, 436 on a Ft. Harrison tripper matches noses with 447, ready for a Dayton run at Traction Terminal, 1936. In center, 438 has completed a shop visit and awaits orders at Anderson Jct., May 29, 1937. Left: Immobilized by storm, 435 awaits orders at Dunreith en route Richmond, January 20, 1936.









Before advent of highspeeds, #427-441, best of the heavy equipment, were assigned to important Hoosierland (Indianapolis-Muncie-Ft. Wayne) runs, as was #441 in 1930 scene at top. At left, #432 has proud but tough chore of pulling both parlor cars INDIANA and PURDUE in a 1933 special.



PASS SIGNATURE SLIP

No 88198

1500 MILE INSPECTION CARD

Car No.

Shop

Date

	Condition	Repaired or Inspected by
Fans and Ventilators		
Fire Extinguishers		
Seats, Glass, Curtains		
Water Coolers Refg. Equip.		
Doors, Steps, Handles, Pilot		
Trailer Signal, Reverser		
Line Switch		
Compressor—M		
Register		
Switch Group, Switches		
Lights, Headlight		
Economy Meter		
Controller, Contactors		
Reverser		
Resistance		
Control Circuit Tested		
Magnetic Brake		
Motor Generator and Battery		
Motors—Commutator Clearance		
Fuses		
Lightning Arresters		
Train Line Receptacle		
Train and Signal Jumpers		
Electric Heaters		
Brake Shoes Applied		
Trucks		
Gears and Pinions		
Side and Center Bearings		
Motor and Gear Pan Bolts		
Brake Rods		
Brakes Adjusted		
Piston Travel		
Bearings		
Truck Bolts, Springs		
Wheels—Flanges		
Hand Brake		
Brake Cylinder Tested		
Engineer's Valve		
Sand, Sanders		
Gauges Tested		
Cylinders and Air Pipes		
Main Reservoir Tested		
Compressor Governor		
Strainer and Pipes		
Whistle, Horn, Air Gong		
Conductor's Valve		
Coupler, Gasket and Hitches		
Train Supplies		
Telephone		
Windows Cleaned		
Cleaned Inside		
Cleaned Outside		
Oiled		

FOREMAN.

CAR DEFECT REPORT

IF CAR IS O. K. MARK REPORT O. K.

CAR DEFECT REPORT

Trainmen will report on this form any defect in car, equipment or any necessary supplies at completion of their respective runs.

IF CAR IS O. K. MARK REPORT O. K.

THE ABOVE DEFECTS HAVE BEEN PROPERLY ATTENDED TO

TRAIN ORDER

INDIANA RAILROAD SYSTEM

F No 3944

TRAIN ORDER

INDIANA RAILROAD SYSTEM

CLEARANCE SLIP

No 85751 D

MONTHLY LOCOMOTIVE UNIT INSPECTION AND REPAIR REPORT

Locomotive Number 754

Unit Initials

OPERATED BY COMPANY

In accordance with the Act of Congress approved Feb. 17, 1911, amended March 4, 1915, and June 7, 1924, and the rules and instructions issued in pursuance thereof, the parts and appurtenances of locomotive unit No. were inspected on and all defects disclosed by said inspection were properly repaired except as noted on the reverse side of this report and the parts and appurtenances were left in the condition noted below.

1. This locomotive unit is propelled by
2. Hydrostatic test of pounds was applied to main air reservoirs; Date of previous test as shown by reports on file was
3. Were main reservoirs hammer tested? Date of previous test as shown by reports on file was
4. Were draw bars and pins removed and inspected? Date of previous removal as shown by stamping on the pin was Were articulated joint pins removed and inspected? Date of previous removal as shown by stamping on the pin was
5. Condition of draft gear and draw gear is
6. Condition of brake and signal equipment is
7. Condition of running gear is
8. Condition of fuel storage and supply system is
9. Date of previous insulation test as shown by reports on file was Were insulation tests applied at this inspection?

Name of Circuit	Normal Voltage	Test Voltage

10. Condition of current collectors is
11. Condition of control equipment is
12. Condition of control circuits and terminals is
13. Condition of power equipment is
14. Condition of power circuits and terminals is
15. Condition of lightning arresters is
16. Were meters tested? Date meters were previously tested as shown by reports on file was

I, , certify that I made the inspections and tests above reported in items No. and that the statements therein are true and correct.

I, , certify that I made the inspections and tests above reported in items No. and that the statements therein are true and correct.

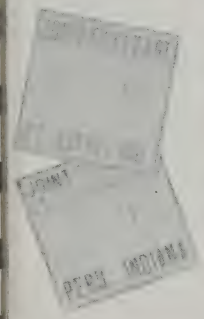
I, , certify that I made the inspections and tests above reported in items No. and that the statements therein are true and correct.

The above work has been performed under my general supervision and I believe the report is true and correct.

Officer in Charge.



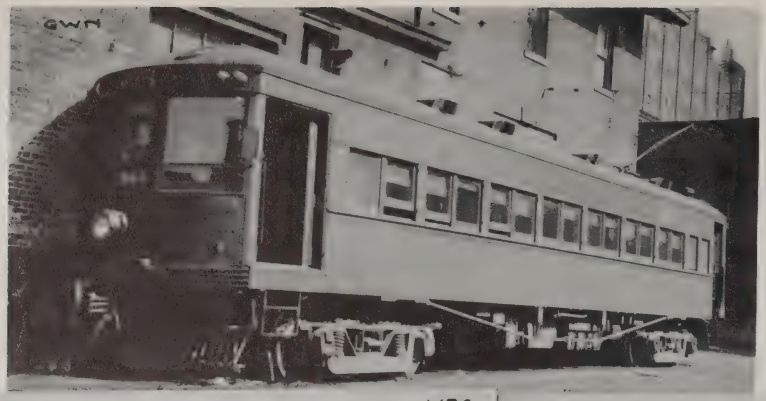




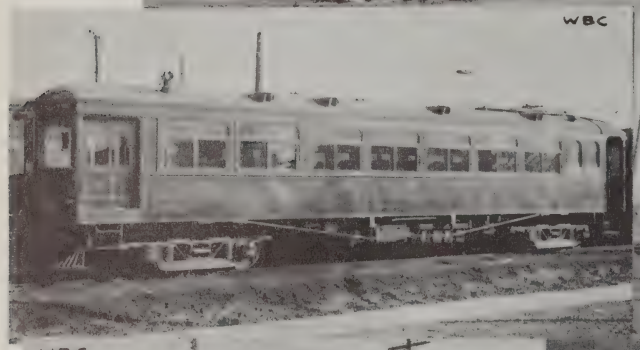


A careful rebuilding job for one-man service made the Indiana Railroad heavy cars seem to have been built new that way. It took a close look and a sharp eye to see where the original rear right side door had been closed to form the new operator's cab, for example.

At top, 432 awaits a Terre Haute trip with trailer 301 at Traction Terminal. Center: 437, one of the first to be one-manned, shown on trial run at Ft. Harrison in 1935, still using two-man crew. Bottom: Old hat by 1937, 432 prepares to leave Ft. Wayne for Peru.



Left: 445 at Indianapolis.
Below left: 442 at Anderso
Below right: 443 at Anderso



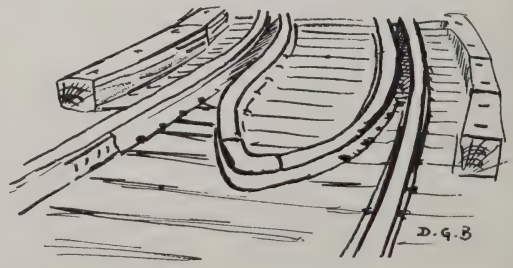






Just above, left: #445 whipping out of the Frankfort station on way to Anderson. At right she shows unusual WILKINSON destination sign for tripper on New Castle--Indianapolis line. Below left, 442 undergoes rebuilding in the 1936-1937 one-manning campaign at Anderson shops. In the stripdown the original green Michigan Ry. (GRH&C) colors and number 112 were visible. Car 443 was not one-manned but instead was made into tool-wreck car #1150.





GWN



GWN



The rebuilding skill of Anderson shops makes it difficult to spot the original lines with which these cars left the Grand Rapids Holland & Chicago Ry. Top two shots show 445; below them is 442 with trailer 304 at Lawrence. Lower views, of course, are at Indianapolis.

GWN



443, mate to 442 and 445, was made wreck car 1150 when these two were one-manned.



#446-449 began as Indianapolis & Cincinnati 600s. All were one-manned by Indiana R.R., altho #446 (left) did a short stint in 1936 as a double-end two-man car on a Terre Haute-Brazil run.











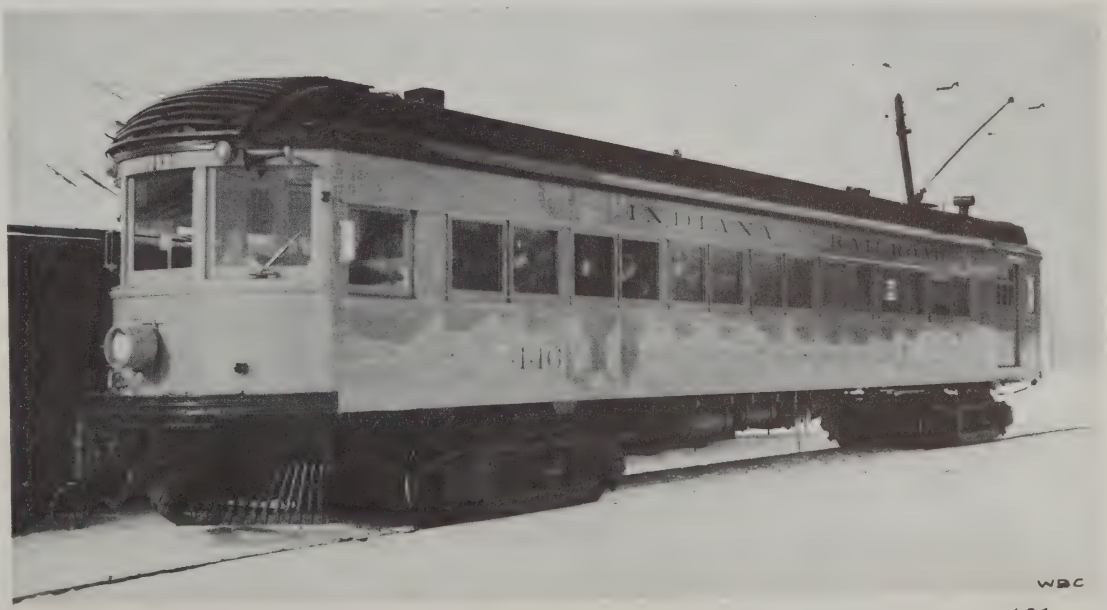
Basic heavy one-man car for Terre Haute line was the 427 type. #430, above, got baldy front end after headon brush with #440 at Cambridge City in 1936.

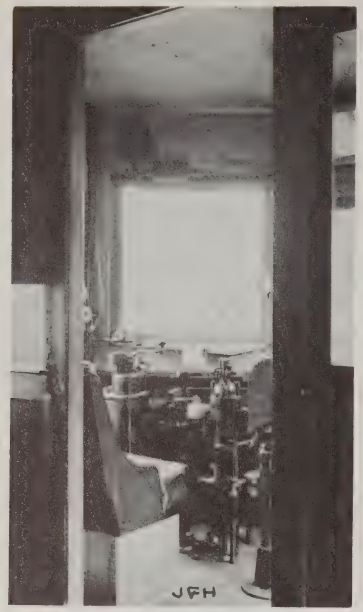




As a two-man type, cars 446-449 preserved their appearance exactly as they had left Indianapolis & Cincinnati Traction Company, except for adopting Union Traction's standard red paint job. When one-manned by IR in 1936, the characteristic Cincinnati Car Company semi-circular windows at side near vestibule end were removed.

Scene above is 447 ready to leave Frankfort en route Marion and Anderson in 1932. At center, 446 has just pulled into Traction Terminal from Richmond in 1933. In 1936 view below, 446, freshly one-manned, loads at Ft. Harrison.







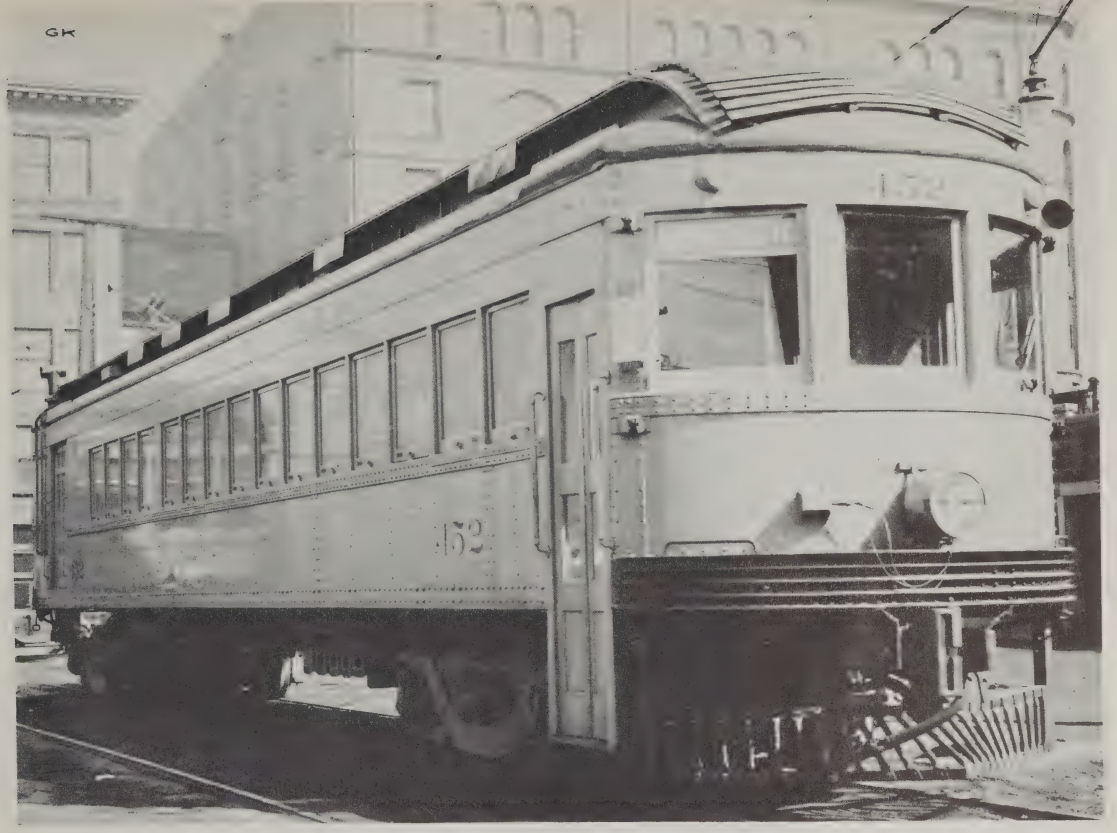
Ex-Interstate group were re-equipped with Westinghouse motors and HL control when one-manned in the 1936 campaign.





Last to be one-manned and first to be scrapped were Indiana Service Corporation cars #378-379, which became #458 and 459. #458 is at right.





The contribution of Interstate Public Service Company to the heavy one-man car fleet of Indiana Railroad included seven cars of the 450 series. Initials PSC over front door indicate Public Service Company of Indiana (Interstate's successor), lessor of the cars.

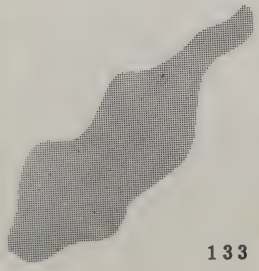
At top, 452 at Terre Haute Station, 8th & Cherry Streets, 1936.

Middle: Kentucky Derby special with cars 450, 304, 305 gets under way, 1937.

Below: 456 and 302 at Indianapolis, 1937.

















This page:
#67-Anderson #49-Anderson
#37-Richmond #53-Anderson
#504-Terre Haute
#212-Anderson
#208-Anderson #212-Anderson

Indiana Railroad's block-off work on Birney car upper-sash was distinctive and brought a family resemblance to the big interurbans that was especially noticeable on the Richmond cars.













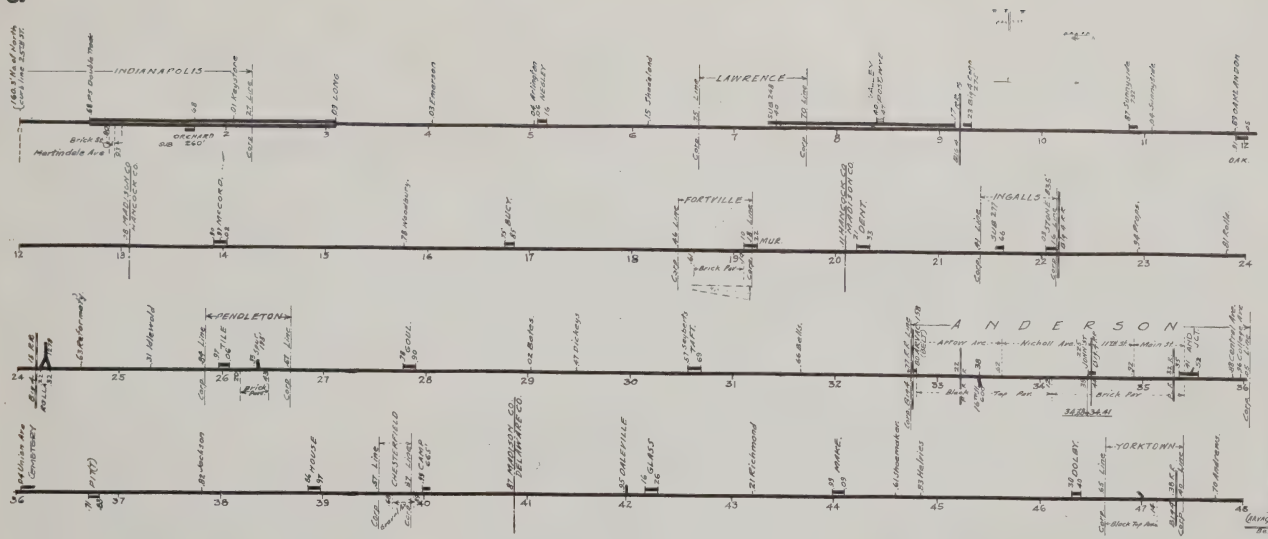
Upper three views are Terre Haute scenes of the middle 1930s: #520 at 29th & Wabash barn; #205 on Wabash Avenue downtown; and, #508 at C&EI Railway crossing on Wabash Avenue. At right, #65 under old UTC emblem at Anderson shop; below right, #505 at Pennsy Railroad crossing in Terre Haute.

Interior shows car 208.



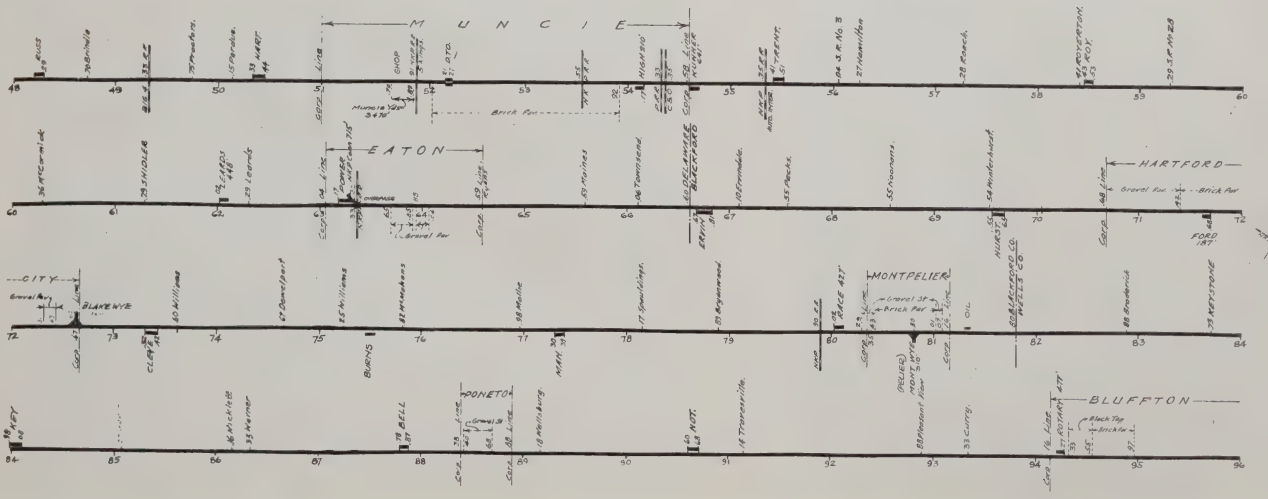


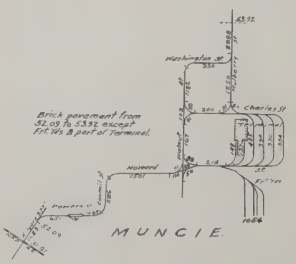
136
EPN

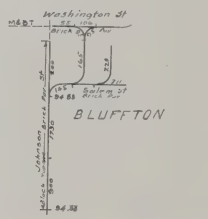




INDIANA RAILROAD — Schematic Track Diagram — INDIANAPOLIS - MUNCIE - BLUFFTON LINE





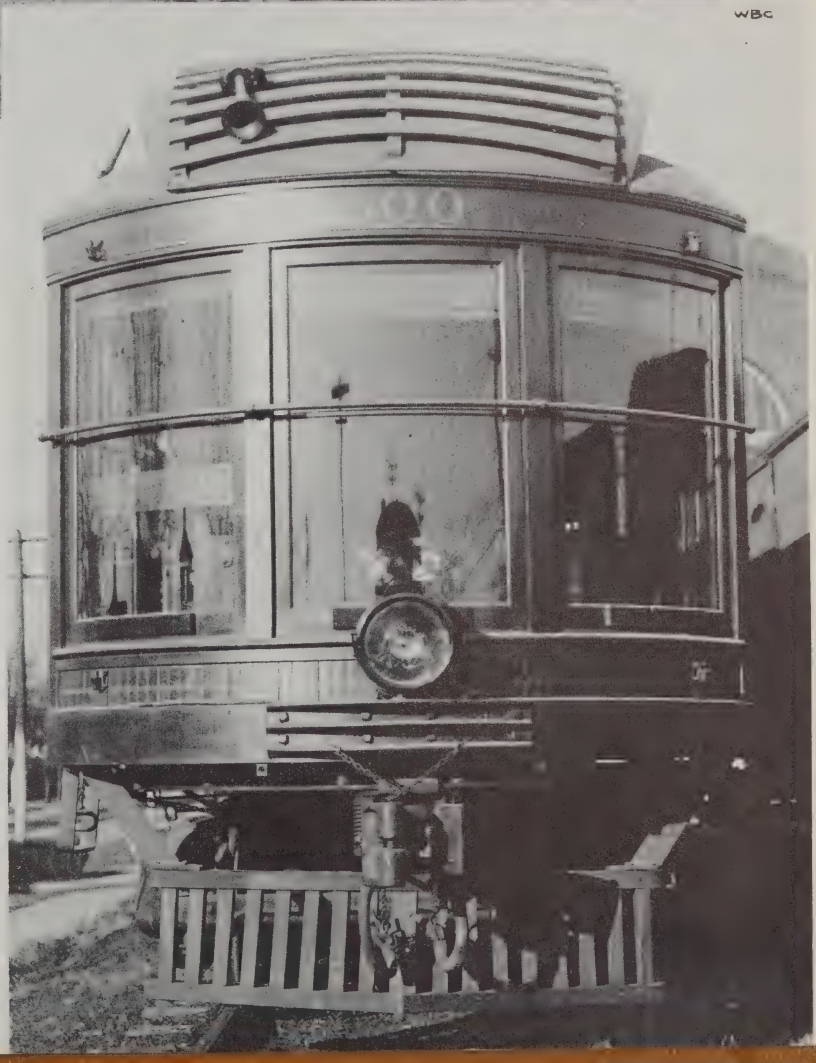




WBC



WBC



Piece de resistance among deluxe equipment was #600, former THI&E private car.

Unfortunately, the sad truth was that there was no use for such a car that could justify its upkeep on Indiana Railroad. Seldom did a prospective customer need such a pretentious vehicle, much less pay the cost of deadheading it from and back to Anderson.

After spending a year at Anderson shops, with little or no use, its body was sold to Sherman E. Welch in 1933. He posed proudly with it (inset at top) as it was ready to be moved to its new life as the "Chrysler Club". Its fate after that date is not known.

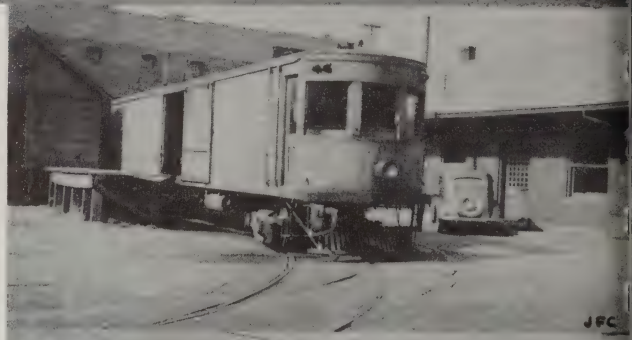


Top to bottom:
618, ex-UTC
605, originally
Muncie & Portland
703, ex-UTC
702..703
708..ex THI&E

Freight operations during the first few years of Indiana Railroad's life included some of these old, rather crude, box motors, inherited from Union Traction.













Heavier and more powerful, #708 (right) was typical of the contribution of Terre Haute Indianapolis & Eastern Traction to Indiana R.R.

GK

Top: Drag makes up with 708, two stock trailers and express trail #501.
Middle: Motor 709 with Louisville freight.
Below: Billy Young, #1 man on seniority list, proudly spots #714, newly rebuilt 1936 from Interstate express trailer.
All three at Kentucky Av., Indianapolis.







GK

GWN







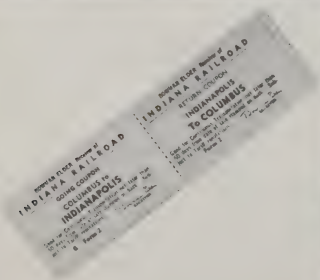


The most substantial of Indiana Railroad's freight motors were numbered in the middle of the freight number series. For example, #710, shown upper left, was built at Anderson shops from the salvage of Union Traction's passenger car #444. Then there were the former Interstate cars which bore Indiana's numbers 712-717. The first three were express trailers suitable for passenger train service under IPS; the remainder were designed and built for IPS as freight motors. These cars could really take the gaff of their rough job.



Photos this page:
710 at Ft. Wayne
712 at Terre Haute
713.....715 at Indianapolis
716 at Indianapolis
717 at Muncie









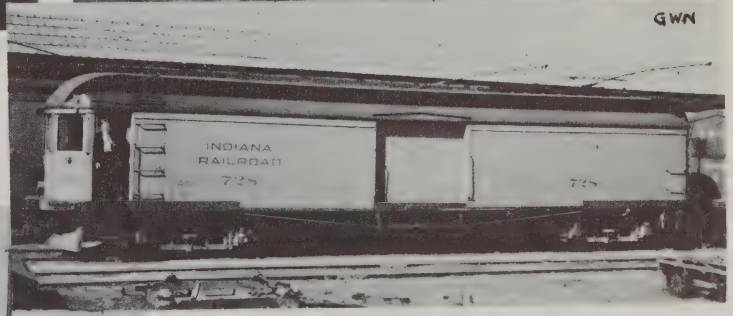








Moving on to higher numbers one finds a heterogeneous mixture of wooden bodies.





This page:

723 ex UTC	722 ex IPS
610 ex UTC	725 ex UTC
726 ex ISC	727 ex ISC
731 ex ISC	728 ex ISC





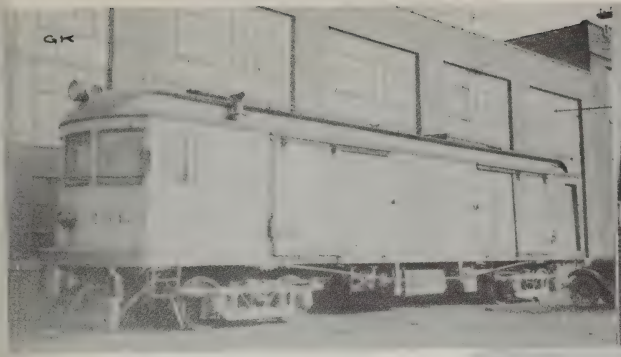


Above: 735 and 736 were "almost twins" from Indiana Service.
Left: 738 was rebuilt from Interstate parlor-buffet car 161, using trucks swapped with car 712.



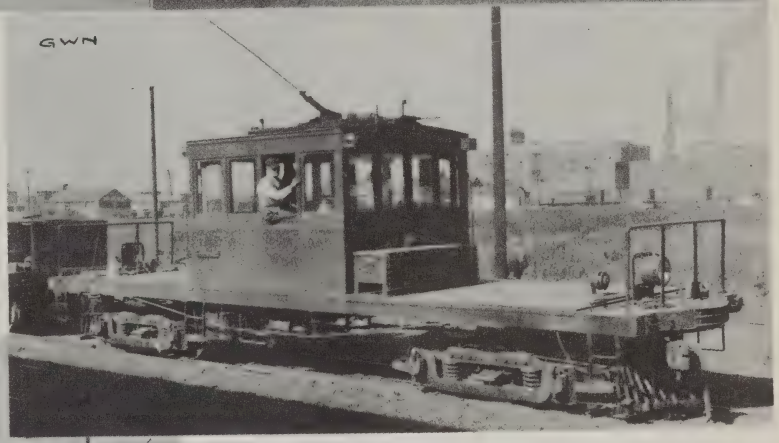
Left: Interstate's locomotive #605 was renumbered 750 by Indiana Railroad and was overhauled in 1938. Next year it returned to Anderson shops for another going over and emerged (below) on August 31, 1939 with larger trucks, motors and controls, extra compressors and two trolleys. It was promptly assigned to the Speeds cement mill spur.

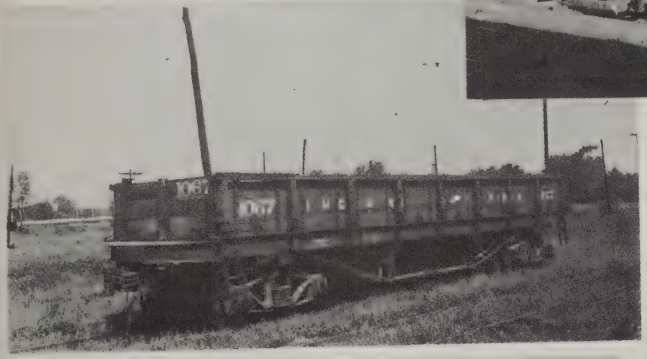






As with its passenger cars, Indiana R.R. operated freight equipment for several years under the numbers of predecessor companies. Integration into the 700 series came with overhaul, mainly in the period 1934-1938.





Along with renumbering in many instances came replacement of trucks and motors with better types salvaged from heavy wood cars scrapped with the coming of the lightweights. Many of the freight cars so improved had been built in the first place with salvage from first generation wood passenger cars.





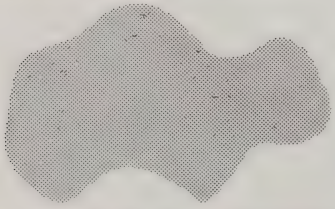
This page:
#131 (later 707) 196 (753)
#195 (789)
067 (formerly East. Mich. 7697)
312 (later 1178)
809 tearing up one of the lines.







#751 was previously Interstate's #606.
#752 and #753 came from THI&E but were beefed up by Indiana R.R.
#754 originated on Northern Indiana Power Company.









Above is thought to be #760, inherited from Union Traction and scrapped before 1938.
Right is #761, the former THI& E #177, a hodgepodge of salvage ingenuity with the distinction of having an L4 controller at one end and a K64 at the other.



Working one's way thru ascending numbers in the 760-class brings to light bigger cars, but still obviously old passenger cars doctored up for the hand-me-down line car assignment.

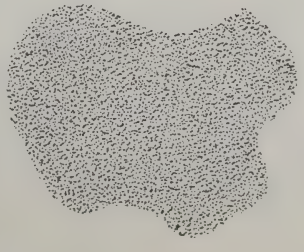




From the top down:
#762, old THI&E #190, at its Limedale assignment.
#763, old THI&E #191, on its way to a job below Yoder, Ft. Wayne line.
#769 standing by at Anderson, 1923.
#771, ex-Interstate #214, at Columbus.
#768, an old Indiana Northern Stephenson-built passenger car, at Eaton, 1933, before #763 got this assignment.









Line car #772 had the dubious distinction of being the last to operate over any part of the passenger system and was destroyed in the 1941 collision with car #78 below Columbus.





Best, and last of Indiana Railroad line cars were 772, the former Interstate #217, and #773, which had been freight motor #718, and before that had been THI&E freight motor #136..







Altho generally called work motors, the 770-780-790 group were actually small home-built locomotives. Here we have #777 at Anderson, #789 and 778 at Kentucky Av., Indianapolis. #789 is shown after its truck change to Baldwins.



In 1936 scene, Ben Caraway, with hand reaching up to circuit breaker, pilots #778 on the Dayton freight over switches on Ohio Street behind Traction Terminal, while his conductor makes precautionary observation of trailer wheels. Note C&LE cars.





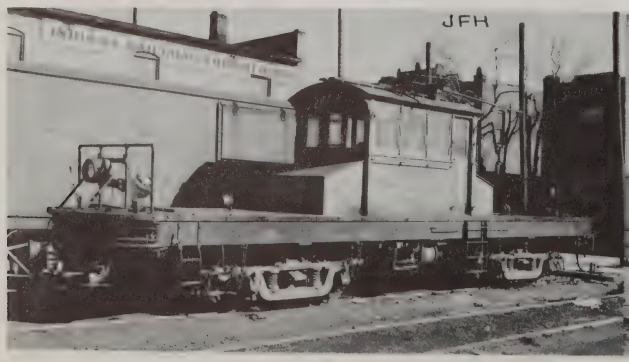






Despite their general plainness, the cab-on-raft work motors had many distinguishing details such as size of cab, location of doors and type of trucks. Of course, the later (higher numbered) cars were larger, heavier and more powerful. Above are #779....780
782....782 crossing Wabash at Peru.
Left: The customary L4 controller was standard except in the final rebuildings of 786-787.
Right: 784 at Lebanon TH I&E shops four years after abandonment there.
Below: #785 and 786 before its beefing up.









This page:
786
787
790...788
792...793



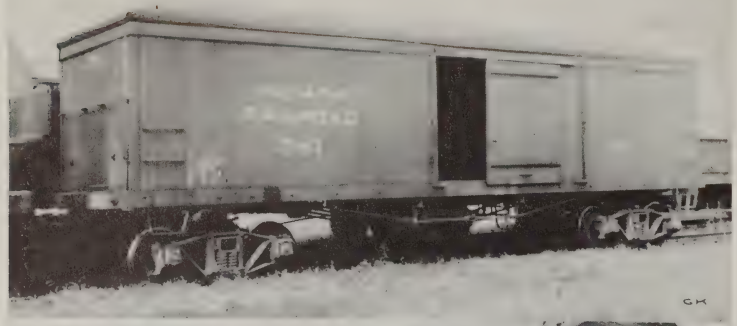
Cars 786 and 787 were cab-on-flat work motors selected by Indiana Railroad for beefing up in the late 1930s. They were fitted with heavy truck and motors salvaged from retired passenger cars. HL control, also salvaged, was installed but new Westinghouse 337 locomotive style master controllers were provided. The frames were loaded down with scrap to a total weight of 50 tons.











Indiana Railroad freight operations were largely based on the use of interurban type freight cars, which were short cars with radial couplers and usually with a short end platform on which the conductor or brakemen could ride while trains were in city streets.





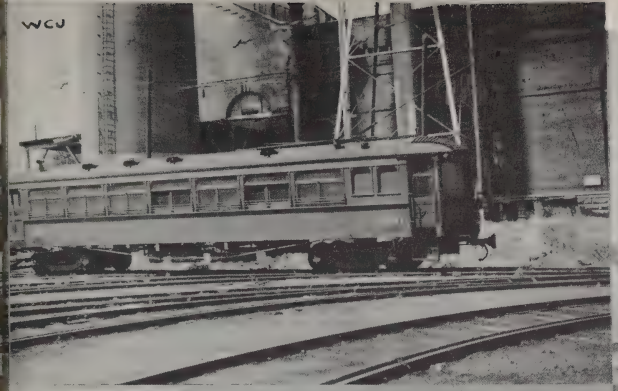
Cars 500 and 503 shown here were equipped with trucks from retired passenger cars. Along with 501, they were used in fast freight service. This service was provided in mixed trains consisting of one of the heavy two-man (later one-man) cars pulling one of these trailers. Such a service operated on the Terre Haute line and, in connection with motor truck lines, afforded one day thru service for L-C-L shipments to many points in western Indiana and Illinois.



At Bottom: Motor #753 (ex-THI&E #196, plies trainload of heavy machinery at 16th & Arrow Streets in Anderson in 1938. Note characteristic close observation by trainmen of operation over switches at wye.



Cabooses were not used here. The entire crew rode in the motor car cab, except while in towns or while switching.









For tool car and wrecking emergencies, Indiana Railroad demoted some interesting old passenger cars. #1150 (top left), the Anderson wrecker, was the former #443, and carried its name ELWOOD as a service car. #1151 (top right), the Terre Haute wrecker, had been made from a passenger car by THI&E. #1152 (above left), the Columbus wrecker, was Interstate's #149. #1193 (above right), built in 1939 from a passenger car truck, carried a disc harrow for controlling weeds between the rails.

Below: One of the last heavy steel cars rebuilt to one-man, #458 was also one of the first taken out of service. Originally Indiana Service #378, this car's relatively complex battery lighting system foredoomed it as soon as surplus cars became available



NOW --- TRAVEL FASTER!

On the Finest of all Electric Trains



3 Hours — Indianapolis to Louisville

70 Miles an Hour or More --- in Safety and Comfort at Lowest Cost.

3 Hours 10 Min. — Indianapolis to Fort Wayne

Luxurious Observation-Lounge Compartment on all Limited Trains---No Extra Charge.

A New Era in High Speed Service

Another major improvement in modern interurban transportation! New schedules, adopted by the Indiana Railroad System on September 27th, permit faster running time between Indianapolis, Louisville, Fort Wayne and all intermediate cities. Thirty minutes saved from Indianapolis to Louisville. Thirty-five to fifty minutes saved from Indianapolis to Fort Wayne.

70 Miles an Hour in Safety

More than $1,450,000 has been spent in giving our patrons one of the world's finest electric interurban systems. The new high-speed coaches are easily capable of gliding along at 70 miles an hour or faster, lower center of gravity and new design, Their stream-line design, powerful electro-magnetic brakes set entirely new standards of speed and safety in travel.

MATCHLESS RIDING COMFORT

The riding ease of these new coaches is unsurpassed in public or private transportation. The *coaches* with air-cushioned individual leather seats, head pillows and arm rests; wide vision windows, and steady lighting intensity---and the *deluxe* cars with tapestry davenports, thick carpets, reading tables and lamps, afford distinctly the safest, fastest and most economical inter-city transportation. The temperature in the cars is automatically maintained at 70 degrees during the colder months by an electrically controlled thermostat.

For information about passenger or freight service write or call your nearest Indiana Railroad System traffic representative, or

W. L. SNODGRASS, General Superintendent Traffic.

C. D. Hardin, Asst. Gen. Supt.-Traffic — J. G. Naughton, Division Frt. Agt. — Telephone Riley 8461

E. L. Stevens, Passenger Repr. — P. L. Joyce, Traffic Repr.

INDIANAPOLIS, INDIANA.

M. L. Wilson, Traffic Repr., Passenger Station, Kokomo, Ind.
F. J. Koch, Traffic Repr., Utility Bldg., Fort Wayne, Ind.
R. H. Long, Traffic Repr., Utility Bldg., Fort Wayne, Ind.
L. M. Harper, Traffic Repr., Columbus, Ind.

Rm. 310 Traction Terminal Bldg., P. W. Owen, Traffic Repr., 143 S. First St., Louisville, Ky.
C. H. Etter, Traffic Repr., 5th & Meridian, Anderson, Ind.
Marcel Roy, Traffic Repr., Passenger Station, Muncie, Ind.
C. C. Jones, Traffic Repr., 9th & Cherry Sts., Terre Haute, Ind.

GENERAL INFORMATION

TIME—All trains of the Indiana Railroad System are operated on Central Standard Time.

Light face figures denote time from 12:01 midnight to 12:00 noon; bold face hourly from 12:01 noon to 12:00 midnight.

BUY TICKETS—Passengers are requested to purchase tickets before boarding trains.

ADJUSTMENT OF FARES—In case of disagreement with conductors or agents, passengers should pay the fare required, take the receipt and communicate immediately with the Traffic Department, Indianapolis, Indiana.

REDEMPTION OF TICKETS—Tickets unused, or partly used, will be redeemed under tariff regulations at proper value.

BAGGAGE—150 pounds of baggage will be carried free on each whole ticket and 75 pounds on each half ticket. Baggage in excess of these allowances will be charged for at regular tariff rates. No single piece of baggage weighing over 250 pounds will be accepted or checked as baggage. Where tickets are sold at reduced fares for excursion purposes baggage will be checked thereon.

FORWARDING BAGGAGE—This company does not guarantee to forward baggage on same train with passengers or within a specified time limit, but reserves the right to forward it upon a proceeding or a following train, as the exigencies of the case may require or wished.

CHILDREN five years or under when accompanied by parent or guardian, will be carried free; from five to twelve years of age, half fare; over twelve, full fare.

DOGS when accompanied by owner or care taker and provided with properly fitted collar and strong chain, will be transported on all trains in baggage compartment at owner's risk. The charge for this service will be the full 10 cents between any two stations.

LOST ARTICLES—Articles lost on stations or on trains should be reported immediately to agents or conductors and every effort will be made to recover them thus misplaced. The charge for storing articles checked is 25 cents per day. No responsibility is assumed, however, for unclaimed articles.

WE INVITE letters of commendation or constructive criticism from our patrons to the end that we may be able to improve the convenience, comfort, and general efficiency of our service.

'All Motor Coach tickets interchangeable.

F Daily except Sunday.
S Sunday only.
Stops on signal.
ET Eastern Standard Time.

FORWARDING BAGGAGE—This company does not guarantee to forward baggage on same train with passengers or within a specified time limit, but reserves the right to forward it upon a proceeding or a following train, as the exigencies of the case may require or wished.

CHILDREN five years or under when accompanied by parent or guardian, will be carried free; from five to twelve years of age, half fare; over twelve, full fare.

DOGS when accompanied by owner or care taker and provided with properly fitted collar and strong chain, will be transported on all trains in baggage compartment at owner's risk. The charge for this service will be the full 10 cents between any two stations.

LOST ARTICLES—Articles lost on stations or on trains should be reported immediately to agents or conductors and every effort will be made to recover them thus misplaced. The charge for storing articles checked is 25 cents per day. No responsibility is assumed, however, for unclaimed articles.

WE INVITE letters of commendation or constructive criticism from our patrons to the end that we may be able to improve the convenience, comfort, and general efficiency of our service.

'All Motor Coach tickets interchangeable.

CONDENSED SCHEDULES

LIMITED TRAIN SERVICE

Observation-Lounge Equipment

INDIANAPOLIS - FORT WAYNE

VIA MUNCIE

North Bound Read Down								South Bound Read up			
	PM	PM	AM	AM				AM	PM	PM	PM
	1 00	11 00	7 00	7 00	Lv.	Indianapolis	Ar.	9 15	1 15	1 15	7 15
	1 18	11 18	7 18	8 06		Anderson		7 41	11 41	11 41	7 41
	1 38	11 38	7 38	8 26		Muncie		7 12	11 12	11 12	7 12
	1 54	11 54	7 54	9 04		Hartford City		7 01	10 54	10 54	7 01
	2 17	12 17	8 17	9 37		Montpelier		6 45	10 30	10 30	6 45
	2 30	12 30	8 30	9 50		Bluffton		6 32	10 17	10 17	6 32
	PM	PM	PM	AM	Ar.	Ft. Wayne	Lv.	AM	AM	MOUNT	PM

South Bound Read down								North Bound Read up				
Note	PM	PM	AM	AM				AM	PM	PM	PM	Note
	11 30	7 30	1 30	7 30	Lv.	Indianapolis	Ar.	10 45	2 45	2 45	10 45	
	11 48	7 48	1 48	7 48		Franklin		10 27	2 27	2 27	10 27	
	12 03	8 03	2 03	8 03		Columbus		9 57	2 13	2 13	9 57	
	12 35	8 35	2 34	8 34		Seymour		9 27	1 43	1 43	9 27	
	1 00	9 00	2 59	8 59		Scottsburg		9 00	1 16	1 16	9 00	
	1 30	9 30	3 30	9 30		Jeffersonville	Lv.	7 45	11 45	11 45	7 45	
	AM	AM	PM	AM	Ar.	Louisville		AM	AM	AM	PM	PM

Note—carries sleeping car—no observation-lounge car

Sleeping Car Service, Indianapolis - Louisville

Nightly sleeping car service between Indianapolis and Louisville, Ky., offers the added luxury of new coil spring mattresses, extra long berths and upper berth windows. You can board these fine all-steel sleepers in Indianapolis or Louisville at 9:00 P.M. Train leaves at 11:30 P. M., arriving Indianapolis or Louisville just before seven in the morning. Passengers may occupy berths until 9:00 A. M.

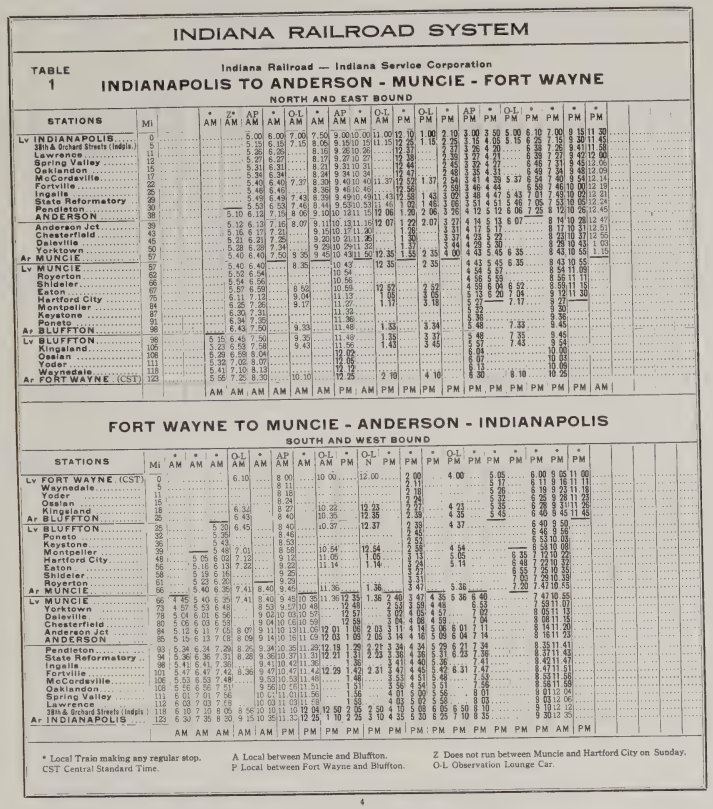
STATIONS	Table No.
Lafayette	6
	2, 3
	3

STATIONS	Table No.
Sellersburg	1, 14
Seymour	1
Shadeland	1
Shargsville	1

Figures

ST.

Alexand
Altona
Amity
Amo
Anderso
Anderso
Andrea
Arcadia
Atlanta
Auburn
Auburn
Austin
Avery
Avilla
Azalia
Ben D
Benni
Bluffto
Boyd
Brazil
Bridg
Broo
Bush
Buni
Burr
Carm
Carr
Carr
Cas
Chi
Chi
Chi



INDIANA RAILROAD SYSTEM

TABLE 1

Indiana Railroad — Indiana Service Corporation

INDIANAPOLIS TO ANDERSON - MUNCIE - FORT WAYNE

NORTH AND EAST BOUND

STATIONS	Mi	* AM	Z* AM	AP AM	* AM	O-L AM	* AM	AP AM	* AM	O-L AM	* PM	O-L PM	* PM	AP PM	* PM	O-L PM	* PM	* PM	* PM
Lv INDIANAPOLIS	0			5 00	6 00	7 00	7 50	9 00	10 00	11 00	12 10	1 00	2 10	3 00	3 50	5 00	6 10	7 00	9 15	11 30
38th & Orchard Streets (Indpls.)				5 15	6 15	7 15	8 05	9 15	10 15	11 15	12 25	1 15	2 25	3 15	4 05	5 15	6 25	7 15	9 30	11 45
Lawrence	11			5 26	6 26		8 16	9 26	10 26		12 36		2 36	3 27	4 17	5 26	6 39	7 27	9 42	12 00
Spring Valley	12			5 27	6 27		8 17	9 27	10 27		12 37		2 37	3 28	4 18	5 27	6 40	7 28	9 43	12 01
Oaklandon	15			5 31	6 31		8 21	9 31	10 31		12 41		2 41	3 32	4 22	5 31	6 44	7 32	9 47	12 05
McCordsville	17			5 36	6 34		8 24	9 34	10 34		12 44		2 44	3 35	4 25	5 34	6 47	7 34	9 49	12 08
Fortville	22			5 40	6 40	7 37	8 30	9 40	10 40	11 37	12 52	1 37	2 50	3 41	4 31	5 40	6 53	7 41	9 54	12 14
Ingalls	25			5 48	6 46		8 36	9 46	10 46		12 58		2 56	3 47	4 37	5 46	6 59	7 47	9 59	12 19
State Reformatory	29			5 49	6 49	7 43	8 39	9 49	10 49	11 43	12 58	1 43	3 02	3 48	4 47	5 49	7 01	7 48	10 02	12 21
Pendleton	30			5 53	6 53	7 46	8 44	9 53	10 53		1 02		3 06	3 52	4 51	5 53	7 05	7 53	10 06	12 24
ANDERSON	36			5 10	6 12	7 15	8 06	9 10	10 12	11 15	12 06	1 26	2 06	3 26	4 12	5 12	6 06	7 25	10 12	12 45
Anderson Jct	39			5 12	6 13	7 16	8 07	9 11	10 13	11 16	12 07	1 27	2 07	3 27	4 14	5 13	6 07		10 17	12 51
Chesterfield	43			5 16	6 17	7 21		9 15	10 17	11 20		1 31		3 31	4 17	5 17			10 21	12 55
Daleville	45			5 21	6 21	7 25		9 20	10 21	11 25		1 35		3 37	4 23	5 22			10 27	12 59
Yorktown	50			5 28	6 28	7 34		9 29	10 29	11 33		1 43		3 45	4 29	5 30			10 35	1 03
Ar MUNCIE	57			5 40	6 40	7 50	9 35	9 45	10 43	11 50	12 35	1 55	2 35	4 00	4 43	5 45	6 35		8 43	10 55	1 15
Lv MUNCIE	57			5 40	6 40		8 35		10 43		12 35		2 35		4 43	5 45	6 35		8 43	10 55	
Royerton	63			5 52	6 54				10 54						4 54	5 56			8 54	11 06	
Shideler	66			5 54	6 56				10 56						4 56	5 58			8 56	11 11	
Eaton	67			5 57	6 59		8 56		10 59		12 57		2 57		4 59	6 01	6 52		8 59	11 15	
Hartford City	75			6 11	7 12		9 04		11 13		1 05		3 05		5 13	6 20	7 04		9 12	11 30	
Montpelier	84			6 25	7 26		9 17		11 27		1 17		3 18		5 27		7 17				
Keystone	87			6 34	7 35				11 32						5 32				9 30		
Poneto	91			6 39	7 39				11 36						5 36				9 35		
Ar BLUFFTON	98			6 43	7 50		9 33		11 48		1 33		3 34		5 48		7 33		9 45		
Lv BLUFFTON	98		5 15	6 45	7 50		9 35		11 49		1 35		3 37		5 49		7 35		9 45		
Kingsland	106		5 23	6 53	7 58		9 43		11 56		1 43		3 45		5 57		7 43		9 54		
Oaslan	108		5 29	6 59	8 04				12 02				4 04		6 04				10 00		
Yoder	111		5 32	7 02	8 07				12 05				4 07		6 07				10 03		
Waynedale	118		5 41	7 10	8 13				12 12				4 13		6 13				10 09		
Ar FORT WAYNE (CST)	123		5 56	7 25	8 30		10 10		12 25		2 10		4 10		6 30		8 10		10 25		
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

FORT WAYNE TO MUNCIE - ANDERSON - INDIANAPOLIS

SOUTH AND WEST BOUND

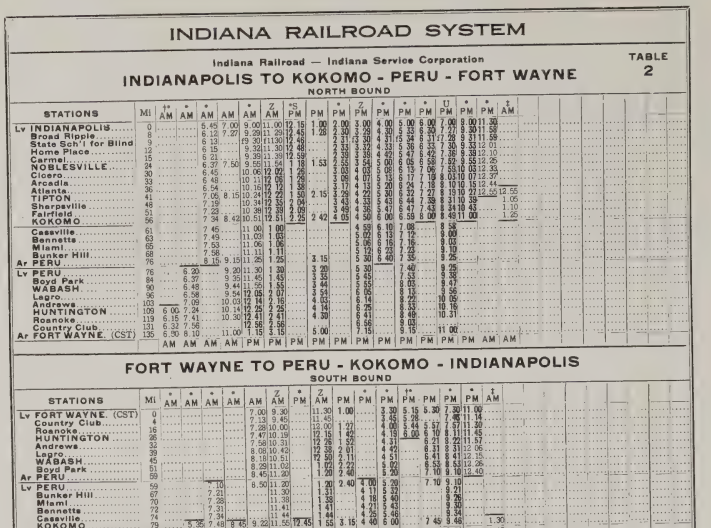
STATIONS	Mi	* AM	* AM	* AM	O-L AM	* AM	AP AM	* AM	O-L AM	* N	O-L PM	* PM	* PM	O-L PM	* PM	* PM	* PM	* PM	* PM
Lv FORT WAYNE (CST)	0				6 10		8 00		10 00		12 00		2 00		4 00		5 05		6 00	9 05	11 00
Waynedale	5						8 08						2 07				5 11		6 07	9 11	11 07
Yoder	11						8 18						2 18				5 26		6 19	9 23	11 19
Oaslan	18						8 24						2 24				5 32		6 25	9 29	11 25
Kingsland	20				6 34		8 27		10 22		12 23		2 27		4 23		5 35		6 28	9 31	11 26
Ar BLUFFTON	26				6 43		8 40		10 35		12 35		2 38		4 35		5 43		6 40	9 45	11 45
Lv BLUFFTON	26			5 30	6 45		8 40		10 37		12 37		2 39		4 37				6 40	9 55	
Poneto	33			5 36			8 46						2 45						6 46	10 01	
Keystone	36			5 43			8 50						2 49						6 50	10 05	
Montpelier	44		5 05	6 02	7 01		8 58		10 54		12 54		2 55		4 54				6 58	10 13	
Hartford City	48		5 05	6 02	7 12		9 12		11 05		1 05		3 11		5 05		6 33		6 49	10 22	
Eaton	56		5 16	6 13	7 22		9 22		11 14		1 14		3 21		5 14		6 43		6 59	10 32	
Shideler	58		5 19	6 16			9 25						3 24				6 46		7 02	10 35	
Royerton	61		5 23	6 20			9 29						3 28				6 50		7 06	10 39	
Ar MUNCIE	66		5 40	6 35	7 41		8 40	9 45		11 36		1 36		3 47		5 36		7 20	7 47	10 55	
Lv MUNCIE	66	4 45	5 40	6 35	7 41		8 40	9 45	10 38	11 36	12 35	1 36	2 40	3 47	4 35	5 36	6 40		7 47	10 55	
Yorktown	73	4 57	5 53	6 48			8 53	9 57	10 48		12 48		2 53	3 59	4 48		6 53		7 59	11 07	
Daleville	78	5 04	6 01	6 56			9 00	10 03	10 57		12 57		3 02	4 05	4 57		7 00		8 06	11 15	
Chesterfield	80	5 08	6 03	6 58			9 04	10 06	10 59		12 59		3 04	4 08	4 59		7 04		8 08	11 17	
Anderson Jct	84	5 12	6 11	7 05	8 07		9 11	10 13	11 05	12 01	1 06	3 03	3 11	4 14	5 06	6 01	7 11		8 14	11 20	
ANDERSON	85	5 15	6 13	7 08	8 09		9 14	10 16	11 07	12 03	1 08	3 05	3 14	4 16	5 08	6 04	7 14		8 16	11 22	
Pendleton	93	5 24	6 34	7 29	8 25		9 34	10 35	11 23	12 19	1 24	3 21	3 34	4 34	5 29	6 21	7 34		8 35	11 41	
State Reformatory	94	5 26	6 36	7 31	8 28		9 36	10 37	11 25	12 21	1 26	3 23	3 36	4 36	5 31	6 23	7 36		8 37	11 43	
Ingalls	98	5 41	6 41	7 36			9 41	10 42	11 30		1 31		3 41	4 40	5 36		7 41		8 42	11 47	
Fortville	101	5 47	6 47	7 42	8 36		9 47	10 47	11 47	12 29	1 42	2 31	3 47	4 45	5 42	6 31	7 47		8 53	11 56	
McCordsville	106	5 53	6 53	7 48			9 53	10 53	11 53		1 48		3 53	4 51	5 48		7 53		8 58	11 58	
Oaklandon	108	5 56	6 56	7 51			9 56	10 56	11 56		1 51		3 56	4 54	5 51		7 56		9 01	12 01	
Spring Valley	111	6 01	7 01	7 56			10 01	11 01	11 56		1 56		4 01	5 00	5 56		8 01		9 03	12 06	
Lawrence	112	6 03	7 03	7 58			10 03	11 03	11 58		1 58		4 03	5 02	5 58		8 03		9 05	12 08	
38th & Orchard Streets (Indpls.)	118	6 10	7 10	8 05	8 56		10 10	11 10	12 04	12 50	2 05	2 50	4 10	5 08	6 05	6 50	8 10		9 12	12 15	
Ar INDIANAPOLIS	122	6 30	7 35	8 30	9 15	10 35	11 32		12 25	1 10	2 25	3 10	4 35	5 30	6 25	7 10	8 35		9 30	12 35	
		AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

* Local Train making any regular stop.
CST Central Standard Time.

A Local between Muncie and Bluffton.
P Local between Fort Wayne and Bluffton.

Z Does not run between Muncie and Hartford City on Sunday.
O-L Observation Lounge Car.

4



INDIANA RAILROAD SYSTEM

Indiana Railroad — Indiana Service Corporation

TABLE 2

INDIANAPOLIS TO KOKOMO - PERU - FORT WAYNE

NORTH BOUND

STATIONS	Mi	1* AM	* AM	* AM	Z AM	* AM	* PM	PM	* PM	* PM	* PM	* PM	U PM	* PM	* PM	‡ AM
Lv INDIANAPOLIS	0		5.45	7.00	9.00	11.00	12 15	1 00	2 00	3 00	4 00	5 00	6 00	7 00	9 00	11 30
Broad Ripple	8		6 12	7 27	9 28	11 20	12 45	1 28	2 31	3 30	4 30	5 31	6 31	7 27	9 30	11 58
State Sch'l for Blind	9		6 13		9 30	11 30	12 48		2 33	3 32	4 33	5 33	6 33	7 29	9 33	12 01
Home Place	12		6 15		9 32	11 32	12 48		2 33	3 32	4 33	5 33	6 33	7 29	9 33	12 01
Carmel	15		6 21		9 39	11 39	12 55		2 40	3 39	4 40	5 40	6 40	7 36	9 39	12 08
NOBLESVILLE	24		6 37	7 50	9 56	11 54	1 18	1 53	2 55	3 54	4 55	5 55	6 55	7 52	9 55	12 25
Cicero	30		6 45		10 06	12 02	1 28		3 03	4 04	5 05	6 05	7 06	8 02	10 05	12 35
Arcadia	32		6 48		10 11	12 06	1 29		3 06	4 07	5 10	6 10	7 10	8 06	10 12	12 37
Atlanta	36		6 54		10 18	12 12	1 31		3 12	4 13	5 17	6 17	7 18	8 12	10 19	12 44
TIPTON	41		7 05	8 15	10 24	12 22	1 50	2 15	3 29	4 22	5 30	6 32	7 27	8 21	10 32	12 55
Sharpsville	48		7 19		10 34	12 32	2 04		3 43	4 33	5 43	6 44	7 39	8 31	10 39	1 05
Fairfield	51		7 23		10 38	12 36	2 08		3 48	4 36	5 47	6 47	7 43	8 34	10 43	1 10
KOKOMO	56		7 34	8 42	10 51	12 51	2 25	2 42	4 05	4 50	6 00	6 59	8 00	8 48	11 00	1 25
Cassville	61		7 45		11 00	1 00	2 42			4 59	6 10	7 08		8 54		
Bennetts	63		7 49		11 03	1 02				5 02	6 13	7 12		9 00		
Miami	65		7 53		11 06	1 04				5 05	6 16	7 16		9 03		
Bunker Hill	68		7 58		11 11	1 11				5 12	6 22	7 23		9 10		
Ar PERU	76		8 15	9 15	11 25	1 25		3 15		5 30	6 40	7 35		9 25		
Lv PERU	76		8 20		9 20	11 30	1 30		3 20	5 30		7 40		9 25		
Boyd Park	84		8 32		9 33	11 45	1 43		3 33	5 45		7 53		9 38		
WABASH	90		8 48		9 44	11 55	1 54		3 44	5 56		8 04		9 50		
Lagro	96		8 58		9 54	12 05	2 07		3 54	6 06		8 13		9 56		
Andrews	103		9 09		10 03	12 14	2 16		4 03	6 15		8 22		10 05		
HUNTINGTON	109	6 00	7 24		10 14	12 25	2 26		4 14	6 25		8 33		10 16		
Roanoke	119	6 15	7 41		10 30	12 41	2 41		4 30	6 41		8 49		10 31		
Country Club	131	6 32	7 58			12 56	2 56			6 57		9 05				
Ar FORT WAYNE (CST)	135	6 50	8 10		11 00	1 15	3 15		5 00	7 15		9 15		11 00		
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

FORT WAYNE TO PERU - KOKOMO - INDIANAPOLIS

SOUTH BOUND

STATIONS	Mi	* AM	* AM	* AM	* AM	Z AM	* PM	Z PM	* PM	* PM	* PM	* PM	* PM	* PM	* PM	‡ AM
Lv FORT WAYNE (CST)	0					7.00	9.30		11.30	1.00		3 30	5.15	5.30	7.30	11 00
Country Club	4					7.13	9.45		11.45			3 45	5.28		7.45	11 14
Roanoke	16					7.28	10.00		12.00			4 00	5.44	5.57	8.01	11 30
HUNTINGTON	26					7.47	10.19		12.15	1.47		4 19	6.00	6.10	8.11	11 45
Andrews	33					7.58	10.31		12.26	1.57		4 31		6.21	8.22	11 57
Lagro	39					8.08	10.42		12.36	2.07		4 41		6.31	8.32	12.06
WABASH	45					8.18	10.51		12.50	2.11		4 51		6.41	8.43	12.15
Boyd Park	51					8.28	11.02		1.07	2.22		5 02		6.52	8.53	12.26
Ar PERU	59					8.45	11.20		1.20	2.40		5 20		7.10	9.10	12.40
Lv PERU	59		7.10			8.50	11.20		1.20	2.40	4.00	5 20		7.10	9.10	
Bunker Hill	67		7.21				11.30		1.31		4.11	5 32			9.21	
Miami	70		7.28				11.38		1.38		4.18	5 40			9.28	
Bennetts	72		7.31				11.41		1.41		4.21	5 43			9.31	
Cassville	74		7.34				11.44		1.44		4.25	5 46			9.34	
KOKOMO	79	5.35	7.48	8.45	9.22	11.55	12.45	1.55	3.15	4.40	6.00	7 45			9.48	1.30
Fairfield	84	5.44	7.57	8.54		12.04	12.54	2.06		4.51	6.09				9.54	1.45
Sharpsville	87	5.48	8.01	8.58		12.09	12.58	2.10		4.56	6.14				9.58	1.50
TIPTON	94	5.05	6.05	8.15	9.15	12.22	1.12	2.26	3.41	5.15	6.32		8.12	10.15	10.22	2.00
Atlanta	98	5.08	6.13	8.25	9.22	12.30	1.20	2.33		5.22	6.41				10.29	
Arcadia	102	5.12	6.17	8.29	9.26	12.35	1.24	2.38		5.26	6.45				10.33	
Cicero	105	5.16	6.21	8.33	9.29	12.37	1.27	2.42		5.30	6.48				10.36	
NOBLESVILLE	111	5.29	6.37	8.43	9.42	12.48	1.42	2.55	4.06	5.43	7.01		8.35	10.49	10.51	
Carmel	120	5.41	6.49	8.54	9.55		1.55	3.06		5.54	7.13				11.02	
Home Place	123	5.49	6.57	9.02	10.02		f1 11	3.13		6.01	7.20				11.09	
State Sch'l for Blind	126	5.52	7.00	9.05	10.05		f1 14	3.16		6.04	7.23				11.12	
Broad Ripple	127	5.57	7.05	9.10	10.10	10.35	1.19	3.19	4.27	6.15	7.28		8.52	11.02		
Ar INDIANAPOLIS	135	6.30	7.35	9.40	10.40	11.05	1.50	3.50	5.00	6.45	7.55		9.25	11.30		
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

† Daily except Sunday and Holidays.
S Saturday only.
CST Central Standard Time.

* Local train making any regular stop.
‡ Saturday and Sunday nights only.
U Local between Indianapolis and Peru.

f Will stop on signal to pick up or discharge passengers.
Z Local stops between Kokomo and Fort Wayne.

LOW COST WEEK-END EXCURSIONS

WEEK-END EXCURSION RATES---Round trip for only one-way fare plus 10 cents---are now in effect on the Indiana Railroad System beginning at noon every Friday. Tickets are good on all trains leaving at noon or after on Friday and all day Saturday and Sunday. Return tickets are good until midnight Monday. These greatly reduced rates apply between all stations on the Indiana Railroad System and connecting electric railway lines and are in effect every week-end.

Travel For Less When You Can Travel Best. Take a Week-End Trip.

5

Pages 152-155 are selected pages from Indiana R. R. public timetable dated Sept. 29, 1931, immediately after portions of the THI&E Lines were taken into the system.

INDIANA RAILROAD SYSTEM

TABLE 3

Public Service Company Of Indiana

INDIANAPOLIS TO FRANKLIN-COLUMBUS-SEYMOUR-LOUISVILLE

SOUTH BOUND

STATIONS	Mi	AM	AM	AM	O-L AM	AM	AM	O-L AM	PM	PM	O-L PM	PM	PM	PM	O-L PM	PM	PM	B PM
Lv INDIANAPOLIS, IND.	0			6 30	7 30	8 00	9 30	11 30	1 30	2 00	3 30	4 00	5 30	6 00	7 30	9 10	11 30	
Southport	8			6 52		8 29				2 29		4 31			7 59	9 38	11 58	
Greenwood	12			7 05	8 02	8 37	10 02	12 02	2 02	2 36	4 02	4 38	6 02	6 33	8 02	9 47	12 06	
Whiteland	16			f7 11		f8 43				f2 42		f4 44		f6 40		f9 47	f12 12	
FRANKLIN	22			7 20	8 16	8 53	10 17	12 16	2 17	2 52	4 16	4 53	6 17	6 49	8 17	9 56	12 21	
Edinburg	27			7 35	8 30	9 13	10 33	12 30	2 33	3 11	4 30	5 11	6 33	7 05	8 33	10 12	12 40	
Taylorsville	36			7 48		9 26				3 18		5 18		7 13		f10 18	f12 48	
COLUMBUS	43		5 35	7 55	8 47	9 34	10 52	12 47	2 52	3 30	4 47	5 34	6 52	7 23	8 52	10 30	1 00	
Azalia	52		5 46	8 06		9 45	f11 02		f3 02	3 41		5 45	f7 02		f9 02	f10 40	f1 15	
Reddington	57		f5 51	f8 11		f9 50				f3 47		f5 50				f10 45	f1 20	
SEYMOUR	62		6 01	8 21	9 10	10 00	11 17	1 10	3 17	3 58	5 10	6 00	7 17		9 14	10 55	1 35	
Chestnut Ridge	66		6 13	8 29						4 06							1 47	
Crothersville	75		6 19	8 37	9 24		11 32	1 24	3 32	4 16	5 24		7 32		9 30		1 56	
Austin	78		6 24	8 44			f11 36		f3 36	4 21			f7 36		f9 35		f2 02	
SCOTTSBURG	83	5 18	6 33	8 53	9 34		11 45	1 34	3 45	4 29	5 34		7 45		9 42		2 15	
Vienna	86	f 5 22	5 37	8 56					4 35									
Underwood	89	f5 26	f6 40	f8 59			f11 52		f3 52	4 39			f7 52		f9 58			
Henryville	93	5 32	6 44	9 05			f11 56		f3 56	4 44			f7 56		f9 54			
Memphis	97	f5 39	f6 49	f9 10			f12 01		f4 01	4 49			f8 01		f9 59			
Speeds	103	5 46	f6 54	f9 15			f12 06		f4 06	4 54			f8 06		f10 03			
Sellersburg	109	5 50	6 57	9 19	9 56		12 09	1 56	4 09	4 57	5 56		8 09		10 06			
Watson Junction	107	6 00	7 06	9 27	10 03		12 17	2 03	4 17	5 04	6 03		8 17		10 13			
Jeffersonville	114	6 19	7 18	9 40	10 15		12 29	2 15	4 29	5 16	6 15		8 29		10 26			
New Albany		6 51	7 51	10 21	10 36		1 06	3 06	5 06	5 51	6 51		9 06		11 06			
Ar LOUISVILLE, KY.	117	6 40	7 35	10 00	10 30		12 45	2 30	4 45	5 30	6 30		10 40			6 40		
		AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	

LOUISVILLE TO SEYMOUR-COLUMBUS-FRANKLIN-INDIANAPOLIS

NORTH BOUND

STATIONS	Mi	AM	AM	AM	AM	O-L AM	AM	AM	O-L PM	PM	PM	O-L PM	PM	PM	O-L PM	PM	PM	B PM
Lv LOUISVILLE, KY.	0				6 30	7 45	9 30		11 45	12 35	1 30		3 45	5 30	6 15	7 45	11 30	
New Albany					6 05	7 20	8 50		11 30	12 20	12 50		3 20	5 05	5 50	7 20	10 50	
Jeffersonville	3				6 45	8 00	9 45		12 00	12 51	1 45		4 00	5 45	6 25	8 00	11 48	
Watson Junction	10				6 58	8 10	9 56		12 10	1 05	1 56		4 10	5 56	6 36	8 10	12 05	
Sellersburg	14				7 07	8 17	10 04		12 17	1 13	2 04		4 17	6 04	6 43	8 18	12 15	
Speeds	15				f7 10		f10 07			f1 16	f2 07			f6 07	f6 46	f8 21	f12 18	
Memphis	19				f7 15		f10 12			1 20	2 12			f6 12	f6 50	f8 26	f12 22	
Henryville	24				7 20		f10 17			f1 25	f2 17			f6 17	f6 54	f8 31	f12 27	
Underwood	28				f7 25		f10 21			f1 29	f2 21			f6 21	f6 58	f8 35	f12 31	
Vienna	31				f7 29					f1 33	f2 25			f6 25	f7 04	f8 39	f12 37	
SCOTTSBURG	34				7 35	8 39	10 29		12 39	1 43	2 29		4 39	6 29	7 15	8 45	12 46	
Austin	38				7 42		f10 36			f1 50	f2 35			f6 35	f7 22	f8 52	f12 53	
Crothersville	42				7 47	f 48	f10 40		12 48	1 55	2 40		4 48	6 40	7 27	8 57	12 58	
Chestnut Ridge	46				7 56					2 02					7 34	9 04		
SEYMOUR	54		4 55		8 10	9 03	10 58	1 35	1 03	2 10	2 58	3 40	5 03	6 58	7 50	9 18	1 07	
Reddington	60		f6 02		f8 21			f1 43				f3 47			f7 57	f9 22	f1 11	
Azalia	64		f6 07		f8 25		f11 10	f1 48				f3 51			f8 02	f9 26	f1 15	
COLUMBUS	73		5 20		8 40	9 27	11 33	1 59	1 27		3 23	4 00	5 27	7 23	8 15	9 40	1 56	
Taylorsville	80		5 31		8 51							4 10			8 25			
Edinburg	89		5 39		8 58							4 18			8 33			
FRANKLIN	95		5 52		9 15							4 31			8 50			
Whiteland	101		f6 00		f9 04							f4 39			f8 54			
Greenwood	105		6 09		9 28							4 48			9 07			
Southport	109		6 17		9 36							4 56			9 15			
Ar INDIANAPOLIS, IND.	117		6 30		9 50							5 10			9 30			
			AM		AM							PM			PM			

TABLE 4

LOUISVILLE - CHARLESTOWN

Read Down — NORTH BOUND — SOUTH BOUND — Read Up

PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	Mi	STATIONS	Mi	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM
11 30	7 45	6 10		3 45	1 30	12 35	9 30	7 45			0	Lv. Louisville, Ky. Ar.	17	6 40	7 35	10 30	12 45	2 30	4 45	5 30	6 30			8 45	10 40	
11 48	8 06	6 25	5 45	4 00	1 45	12 51	9 45	8 00			3	Lv. Jeffersonville, Ind. Ar.	14	6 19	7 19	10 15	12 29	2 15	4 29	5 16	6 15			8 29	10 26	
12 07	8 15	6 40	6 04	4 13	1 58	1 07	9 59	8 13	7 03	5 20	10	Lv. Watson Jct.	7	6 00	7 06	10 02	12 17	2 03	4 17	5 04	6 03			8 17	10 13		
12 33	8 27	6 55	6 19	4 26	2 14	1 22	10 14	8 28	6 20	5 35	17	Ar. Charlestown	0	5 37	6 45	9 43	11 56	1 43	3 55	4 50	5 20			7 55	9 43		
AM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM				PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

* Local Train making any regular stop. † Daily except Sunday. R Sleeping Car. O-L Observation-Lounge Car. f Stops on signal.

INDIANA RAILROAD SYSTEM

Indiana Railroad—Public Service Company Of Indiana

TABLE 5

INDIANAPOLIS TO TERRE HAUTE

WEST BOUND

STATIONS	Mi	AM	AM	AM	AM	L AM	H AM	L AM	H AM	L AM	H AM	L PM	L PM	L PM	L PM	L PM	L PM	L PM
Lv INDIANAPOLIS	0			7 00	8 00	9 30	11 20	1 15	3 00	4 00	5 30	6 25	8 35	11 35				
Ben Davis	6			7 16		9 50		1 33		4 20	5 52	6 43	8 53	11 53				
Bridgeport	9			7 20		9 55		1 37		4 25	5 57	6 49	8 59	11 59				
Plainfield	14			7 28	8 26	10 01	11 46	1 45	3 26	4 33	6 05	6 58	9 06	12 06				
Cartersburg	17			7 32		10 05		1 50		4 38	6 10	7 02	9 10	12 10				
Clayton	21			7 40	8 39	10 13	11 56	1 58	3 38	4 46	6 17	7 08	9 18	12 11				
Pecksburg	23			7 45		10 18		2 01		4 51	6 22	7 11	9 21	12 14				
Amo	26			7 49	8 45	10 19	12 02	2 05	3 44	4 55	6 25	7 15	9 25	12 17				
Coatsville	29			7 52	8 49	10 23	12 06	2 09	3 48	4 58	6 29	7 19	9 29	12 22				
Fillmore	33			7 59	8 54	10 30	12 11	2 13	3 53	5 05	6 35	7 25	9 35	12 28				
GREENCASTLE	40		5 15	8 20	9 10	10 40	12 21	2 23	4 04	5 15	6 45	7 35	9 45	12 35				
Harmony	53		5 33	8 39	9 27		12 39	2 41		5 33	7 03	7 53	10 03					
Brazil	56		5 41	8 49	9 36	9 29	11 07	12 46	2 50	5 43	7 12	8 06	10 10					
Seelyville	64		5 54	7 01	8 51	9 41	11 21	01 01	3 07	6 43	7 26	8 20	10 30					
Ar TERRE HAUTE	73		6 15	7 20	9 10	10 00	11 40	1 20	3 25	5 00	6 15	7 45	8 35	10 45				

TERRE HAUTE TO INDIANAPOLIS

EAST BOUND

STATIONS	Mi	L AM	H AM	L AM	H AM	L AM	H AM	L PM	H PM	L PM	H PM	L PM	H PM	L PM	H PM	L PM	SL PM	L PM
Lv TERRE HAUTE	0		6 45	8 15	9 25	10 30	12 30	2 30	4 10	5 20	6 30	8 30	9 30			11 00		
Seelyville	8		7 02	8 32	9 42	10 47	12 47	2 47	4 26	5 37	6 48	8 47	9 47			11 17		
Brazil	15		7 18	8 45	9 55	10 59	1 02	3 01	4 42	5 53	7 04	9 01	10 00			11 30		
Harmony	19		7 29		10 07		1 13	3 03		6 00	7 15	9 06	10 06			11 38		
GREENCASTLE	32	6 15	7 50	9 11	10 25	11 26	1 35	3 40	5 07	6 25	7 35	9 30	10 30	10 30	10 30	12 01		
Fillmore	39	6 25	7 59	9 21	10 35	11 36	1 46	3 49	5 16	6 34	7 46	9 40		10 40				
Coatsville	43	6 32	8 06	9 27	10 42	11 42	1 53	3 56	5 22	6 41	7 53	9 46		10 46				
Amo	46	6 36	8 10	9 31	10 46	11 46	1 58	3 53	5 26	6 51	7 57	9 50		10 50				
Pecksburg	48	6 39	8 13		10 49		2 01	3 56		6 54	8 00	9 53		10 53				
Clayton	51	6 43	8 17	f9 38	10 53	f11 53	2 05	4 00	f5 33	6 58	8 03	9 57		10 57				
Cartersburg	54	6 46	8 22		10 58		2 10	4 05		7 02	8 08	10 02		11 02				
Plainfield	58	6 56	8 30	9 45	11 04	12 04	2 16	4 11	5 43	7 09	8 15	10 09		11 08				
Bridgeport	63	7 06	8 36		11 10		2 24	4 17		7 15	8 20	10 14		11 14				
Ben Davis	66	7 09	8 40		11 14		2 27	4 20		7 18	8 24	10 18		11 18				
Ar INDIANAPOLIS	72	7 25	8 55	10 15	11 30	12 30	2 45	4 40	6 10	7 35	8 40	10 35		11 35				

L Local. § Sunday and Holidays only. f Stops on Flag only. H Highlander

Public Service Company Of Indiana

TABLE 6

TERRE HAUTE - PARIS, ILL.

WEST BOUND—Read Down — EAST BOUND—Read Up

PM	PM	PM	PM	PM	PM	PM	PM	PM	N	AM	AM	AM	AM	AM	AM	AM	STATIONS	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
11 00	9 00	7 00	6 00	5 00	4 00	3 00	2 00	12 00	10 00	8 00	7 00	6 00	5 00	Lv	Terre Haute	Ar	6 58	7 58	8 58	9 58	10 58	1 58	3 58	4 58	5 58	6 58	7 58	8 58	10 58	12 58	
11 26	9 26	7 26	6 26	5 26	4 26	3 26	2 26	12 26	10 26	8 26	7 26	6 26	5 26		St. Mary's		6 33	7 33	8 33	9 33	10 33	1 33	3 33	4 33	5 33	6 33	7 33	8 33	10 33	12 33	
11 35	9 35	7 35	6 35	5 35	4 35	3 35	2 35	12 35	10 35	8 35	7 35	6 35	5 35		Sandford		6 23	7 23	8 23	9 23	10 23	1 23	3 23	4 23	5 23	6 23	7 23	8 23	10 23	12 23	
11 43	9 43	7 43	6 43	5 43	4 43	3 43	2 43	12 43	10 43	8 43	7 43	6 43	5 43		Vermillion		6 15	7 15	8 15	9 15	10 15	1 15	3 15	4 15	5 15	6 15	7 15	8 15	10 15	12 15	
11 55	9 55	7 55	6 55	5 55	4 55	3 55	2 55	12 55	10 55	8 55	7 55	6 55	5 55	Ar	Paris, Ill.	Lv	5 00	7 00	8 00	9 00	11 00	1 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	11 00	
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM					AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

INDIANAPOLIS-NEW CASTLE-MUNCIE

TABLE 7

SOUTH BOUND—Read Down — NORTH BOUND—Read Up

PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	Mi	STATIONS	Mi	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
9 10	6 30	5 15	2 50	12 25	10 20	8 00	6 20					0	Lv. MUNCIE Ar.	64	6 10		7 40	9 45	12 01	2 30	4 45	6 50	8 00					
9 24	6 43	5 31	3 04	12 39	10 34	8 14	6 34					6	Cowan	57	5 51		7 23	9 30	11 45	2 15	4 28	6 34	7 47					
9 27	6 51	5 35	3 07	12 42	10 37	8 17	6 37					8	Oakville	56	5 48		7 19	9 27	11 42	2 12	4 25	6 31	7 44					
9 31	6 56	5 39	3 11	12 45	10 40	8 20	6 40					10	Springport	53	5 45		7 16	9 24	11 39	2 09	4 22	6 27	7 41					
9 35	6 59	5 43	3 15	12 49	10 44	8 24	6 44					14	Mt. Summit	50	5 41		7 12	9 20	11 35	2 06	4 18	6 23	7 37					
9 46	7 10	6 00	3 26	1 02	10 57	8 35	6 55	6 15	1 50	19	NEW CASTLE	46	5 30	6 10	7 00	9 10	11 25	1 55	4 07	6 12	7 26						
9 51		6 10	3 34	1 10	11 06	8 40		6 22	4 57	25	Westwood	39		5 56		8 03	11 15	1 45	3 57	6 02	7 16						
9 57		6 17	3 41	1 17	11 14	8 46		6 28	5 03	28	Kennard	36		5 45		8 54	11 06	1 37	3 49	6 04	7 11						
10 01		6 21	3 45	1 21	11 18	8 50		6 32	5 07	30	Shirley	33		5 44		8 50	11 02	1 33	3 45	6 00	7 07						
10 03		6 23	3 47	1 23	11 20	8 52		6 34	5 09	34	Wilkinson	30		5 40		8 44	10 57	1 30	3 40	5 55	7 02						
10 12		6 32	3 56	1 30	11 29	9 01		6 43	5 18	37	Willow Branch	27		5 34		8 36	10 51	1 22	3 34	5 49	6 55						
10 17		6 36	4 00	1 37	11 33	9 05		6 48	5 22	41	Maxwell	22		5 20		8 25	10 44	1 14	3 27	5 44	6 49						
10 22		6 44	4 06	1 42	11 41	9 10		6 53		45	Mohawk	19				8 24	10 39	1 09	3 23	5 39	6 44						
10 27		6 50	4 13	1 47	11 46	9 15		6 58		49	Mt. Comfort	15				8 19	10 34	1 04	3 18	5 34	6 39						
11 00		7 20	4 50	2 25	12 20	9 50		7 35		64	Ar. INDIANAPOLIS Lv	0				7 45	10 00	12 30	2 45	5 00	8 00						
PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM						AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM

* Local train making any regular stop. † Daily except Sunday. f Stops on signal.

INDIANA RAILROAD SYSTEM

TABLE 8

Indiana Service Corporation

FT. WAYNE - PERU - LOGANSPORT - LAFAYETTE

WEST BOUND

STATIONS	Mi	* AM	A AM	* AM	* AM	A PM	* PM	* PM	A PM	* PM	* PM
Lv FORT WAYNE (CST)	0		7.00	9.30	11.30	1.00	3.30	5.15	5.30	7.30	11.00
Country Club	4		7.13	9.45	11.45		3.45	5.28		7.43	11.13
Roanoke	16		7.28	10.00	12.00	1.27	4.00	5.44	5.57	7.57	11.30
HUNTINGTON	26		7.47	10.19	12.15	1.42	4.15	6.00	6.12	8.11	11.45
Andrews	32		7.58	10.31	12.26	1.52	4.31		6.21	8.22	11.57
Lagro	39		8.08	10.42	12.36	2.01	4.41		6.31	8.32	12.06
WABASH	45		8.18	10.53	12.50	2.11	4.51		6.41	8.42	12.15
Boyd Park	51		8.29	11.02	1.02	2.22	5.02		6.52	8.53	12.26
Ar PERU	59		8.45	11.20	1.20	2.40	5.20		7.10	9.10	12.45
Lv PERU	59	6.50	9.20	11.30	1.30	3.00	5.30		7.40	9.30	
Lewisburg	67	6.58	9.36	11.46	1.46	3.16	5.46		7.57	9.45	
Country Club	70	6.59	9.40	11.48	1.48	3.18	5.48		8.01	9.49	
LOGANSPORT	76	7.05	9.50	12.05	2.05	3.33	6.03		8.16	10.05	
Clymers	82	7.17	10.08	12.17	2.17	4.00	6.20		8.33	10.22	
Burrows	86	7.23	10.15	12.23	2.23	4.15	6.26		8.39	10.28	
Rockfield	90	7.29	10.22	12.30	2.30	4.22	6.32		8.46	10.35	
DELPHI	96	7.43	10.35	12.43	2.43	4.35	6.37		8.51	10.50	
Colburn	101	7.51	10.43	12.51	2.50	4.43	6.46		8.59	10.58	
Buck Creek	109	7.58	10.48	12.56	2.56	4.48	6.51		9.05	10.46	
Ar Lafayette	114	8.30	11.10	1.20	3.15	5.10	7.15		9.30	11.06	
		AM	AM	PM	PM	PM	PM	PM	PM	PM	AM

EAST BOUND

STATIONS	Mi	* AM	* AM	A AM	* AM	A PM	* PM	* PM	A PM	* PM
Lv Lafayette	0			6.50	9.30	11.30	1.30	3.30	5.25	7.25	11.15
Buck Creek	5			7.13	9.50	11.50	1.50	3.50	5.48	7.45	11.36
Colburn	13			7.19	9.59	12.00	1.57	3.58	5.58	7.52	11.46
DELPHI	18			7.26	10.10	12.10	2.04	4.05	6.08	8.00	11.55
Rockfield	26			7.42	10.22	12.22	2.16	4.22	6.12	8.12	11.57
Burrows	29			7.54	10.28	12.29	2.22	4.28	6.18	8.18	12.03
Clymers	31			7.54	10.34	12.33	2.26	4.32	6.22	8.22	12.08
LOGANSPORT	38		5.45	8.06	10.45	12.45	2.37	4.43	6.33	8.33	12.20
Country Club	44		5.59	8.18	10.58	12.58	2.50	4.56	6.46	8.46	12.33
Lewisburg	47		6.04	8.22	11.02	1.02	2.57	5.02	6.50	8.50	
Ar PERU	55		6.20	8.40	11.20	1.20	3.10	5.20	7.10	9.10	
Lv PERU	55		6.30	9.30	11.30	1.30	3.20	5.30	7.40	9.25	
Boyd Park	63		6.37	9.35	11.45	1.45	3.35	5.45	7.53	9.38	
WABASH	69		6.48	9.44	11.55	1.55	3.44	5.55	8.03	9.47	
Lagro	75		6.58	9.54	12.05	2.07	3.54	6.05	8.13	9.57	
Andrews	82		7.06	10.03	12.14	2.15	4.03	6.14	8.22	10.06	
HUNTINGTON	88	6.00	7.24	10.14	12.26	2.25	4.14	6.25	8.33	10.16	
Roanoke	98	6.15	7.41	10.30	12.41	2.41	4.30	6.41	8.48	10.31	
Country Club	109	6.32	7.56		12.56	2.55		6.56	9.03		
Ar FORT WAYNE (CST)	114	6.50	8.10	11.00	1.15	3.15	5.00	7.15	9.15	11.00	
		AM	AM	AM	PM	PM.	PM	PM	PM	PM	AM

Dispatch Freight

For Rush Order Shipments

When time is at a premium, electric railway dispatch freight will solve your problem. Shipments are handled on passenger trains, insuring delivery to any station within one to four hours of ordering from almost any point on the system. Rates for this service are only slightly higher than ordinary freight charges. If desired, shipments may be made on a C. O. D. basis.

Mileage Books

Are Economical

Penny coupon mileage Books containing $20.00 worth of transportation (full fare) are sold at all agency stations for $17.50. These books are particularly convenient and economical for salesmen and other persons who travel regularly by electric railway but not always between the same stations.

TABLE 9

INDIANAPOLIS-FT. BENJAMIN HARRISON

SOUTH BOUND

STATIONS	Mi	† AM	† AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM
Lv Ft. Ben. Harrison	0	5.40	6.40	7.45	8.50	10.35	12.35	2.35	3.35	4.35	5.35	6.45	7.35	8.15	11.00	12.05	12.40
Spring Valley	1	5.42	6.42	7.47	8.52	10.37	12.37	2.37	3.37	4.37	5.37	6.47	7.37	8.17	11.02	12.07	12.42
Lawrence	5	5.45	6.45	7.50	8.55	10.40	12.40	2.40	3.40	4.40	5.40	6.50	7.40	8.20	11.05	12.10	12.45
Shadeland	2	5.47	6.47	7.52	8.57	10.42	12.42	2.42	3.42	4.42	5.42	6.52	7.42	8.22	11.07	12.12	12.47
Arlington Ave.	9	5.49	6.49	7.54	8.59	10.44	12.44	2.44	3.44	4.44	5.44	6.54	7.44	8.24	11.09	12.14	12.49
Emerson Ave.	5	5.51	6.51	7.56	9.01	10.46	12.46	2.46	3.46	4.46	5.46	6.56	7.46	8.26	11.11	12.16	12.50
Forest Manor	3	5.54	6.54	7.59	9.04	10.49	12.49	2.49	3.49	4.47	5.47	6.57	7.47	8.27	11.12	12.17	12.52
34th St.	8	5.57	6.57	8.02	9.06	10.52	12.52	2.52	3.52	4.50	5.50	6.59	7.50	8.30	11.15	12.20	12.55
Ar Indianapolis	12	6.20	7.20	8.25	9.25	11.15		3.15		5.10	6.15	7.25	8.15	8.50	11.35	12.40	1.15
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

NORTH BOUND

STATIONS	Mi	† AM	† AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
Lv Indianapolis	0	5.00	6.00	7.00	8.00	9.30	11.30	1.30	2.30	3.30	4.30	5.40	6.40	7.30	10.00	11.15	12.01	
34th St.	4	5.18	6.18	7.18	8.18	9.48	11.47	1.47	2.47	3.47	4.47	5.58	6.58	7.48	10.18	11.30	12.19	
Forest Manor	6	5.21	6.21	7.21	8.21	9.51	11.49	1.49	2.49	3.49	4.49	5.59	6.59	7.50	10.20	11.32	12.22	
Emerson Ave	9	5.24	6.24	7.24	8.24	9.54	11.51	1.51	2.51	3.51	4.51	6.01	7.01	7.53	10.23	11.35	12.25	
Arlington Ave.	8	5.29	6.29	7.29	8.29	9.59	11.53	1.53	2.53	3.53	4.53	6.04	7.04	7.58	10.28	11.40	12.30	
Shadeland	11	5.31	6.31	7.31	8.31	10.01	11.55	1.55	2.55	3.55	4.55	6.06	7.06	8.00	10.30	11.42	12.32	
Lawrence	5	5.36	6.36	7.36	8.36	10.04	11.58	1.58	2.58	3.58	4.58	6.09	7.09	8.03	10.33	11.44	12.35	
Spring Valley	11	5.39	6.39	7.39	8.39	10.07	12.01	2.01	3.01	4.01	5.01	6.12	7.12	8.06	10.36	11.47	12.38	
Ar Ft. Ben. Harrison	12	5.45	6.45	7.45	8.45	10.13	12.07	2.07	3.07	4.07	5.07	6.18	7.18	8.12	10.42	11.53	12.44	
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

* Local Train making any regular stop. † Daily except Sunday. A Makes local stops between Peru and Lafayette. CST Central Standard Time.

INDIANA RAILROAD SYSTEM

TABLE 10

Indiana Service Corporation

FORT WAYNE - WATERLOO - KENDALLVILLE

NORTH BOUND

STATIONS	Mi	*K AM	*W AM	*K AM	*W AM	*K AM	*W PM	*K PM	*W PM	*K PM	*W PM	*K PM	*W PM	*K PM	*W PM
Lv FORT WAYNE (CST)	0	6.00	7.10	8.40	9.50	11.00	12.10	1.20	2.30	3.40	4.50	6.00	8.35	8.10	9.20	11.10	
Wells Street	1	6.08	7.18	8.48	9.58	11.08	12.18	1.28	2.38	3.48	4.58	6.08	8.43	8.18	9.28	11.18	
Wallen	7	6.18	7.28	8.58	10.08	11.18	12.28	1.38	2.48	3.58	5.08	6.18	8.53	8.28	9.38	11.28	
Irene Byron Hospital	9	6.21	7.32	9.02	10.12	11.22	12.32	1.42	2.52	4.02	5.12	6.22	8.56	8.31	9.41	11.31	
Huntertown	11	6.26	7.36	9.06	10.16	11.26	12.36	1.46	2.56	4.06	5.16	6.26	8.59	8.35	9.45	11.35	
Ensley	18	6.39	7.49	9.19	10.29	11.39	12.49	1.59	3.09	4.19	5.29	6.39	9.12	8.48	9.58	11.48	
Vandalia Crossing	18	6.39	7.54	9.24	10.34	11.44	12.54	2.04	3.14	4.24	5.34	6.44	9.17	8.53	10.00	11.51	
Ar Garrett	30	6.45	8.00	9.30	10.40	11.50	1.00	2.10	3.20	4.30	5.40	6.50	7.20	8.55	10.05	11.55	
Lv Garrett		6.45	8.00	9.30	10.40	11.50	1.00	2.10	3.20	4.30	5.40	6.50		8.55	10.05	11.55	
Auburn Jct.	24	6.51	8.06	9.36	10.46	11.56	1.07	2.17	3.27	4.37	5.47	6.57		9.02	10.12	12.02	
Auburn	25	6.57	8.12	9.43	10.53	12.03	1.13	2.23	3.33	4.43	5.53	7.03		9.08	10.18	12.08	
Ar WATERLOO	30	7.10	8.25	9.55	11.05	12.15	1.25	2.35	3.45	4.55	6.05	7.15		9.20	10.30	12.20	
Lv Garrett		6.45	8.00	9.30	10.40	11.50	1.00	2.10	3.20	4.30	5.40	6.50	7.20	8.55	10.05	11.55	
Altona	21	6.49	8.04	9.33	10.43	11.53	1.03	2.13	3.23	4.33	5.43	6.53	7.23	8.58	10.07	11.58	
Avilla	26	6.56	8.13	9.43	10.53	12.03	1.13	2.23	3.33	4.43	5.53	7.03	7.33	9.08	10.17	12.08	
Lisbon	29	7.01	8.18	9.48	10.58	12.08	1.18	2.28	3.38	4.48	5.58	7.08	7.38	9.13	10.22	12.13	
Ar KENDALLVILLE	32	7.10	8.28	9.58	11.08	12.18	1.28	2.38	3.48	4.58	6.08	7.18	7.48	9.23	10.32	12.23	
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

SOUTH BOUND

STATIONS	Mi	*K AM	*W AM	*K AM	*W AM	*K AM	*W AM	*K PM	*W PM	*K PM	*W PM	*K PM	*W PM	*K PM	*W PM	*K PM	*W PM
Lv KENDALLVILLE	0	5.00	6.10	7.25	8.55	10.05	11.15	12.25	1.35	2.45	3.55	5.05	6.25	8.00	9.40	11.00	
Lisbon	3	5.08	6.16	7.31	9.01	10.11	11.21	12.31	1.41	2.51	4.01	5.11	6.31	8.06	9.46	11.06	
Avilla	6	5.13	6.22	7.37	9.07	10.17	11.27	12.37	1.47	2.57	4.07	5.17	6.37	8.12	9.52	11.12	
Altona	11	5.21	6.31	7.46	9.16	10.26	11.36	12.46	1.56	3.06	4.16	5.26	6.46	8.21	10.01	11.21	
Ar Garrett	12	5.25	6.35	7.50	9.20	10.30	11.40	12.50	2.00	3.10	4.20	5.30	6.50	8.25	10.05	11.25	
Lv WATERLOO	0		6.05	7.25	9.55	10.05	11.15	12.25	1.35	2.45	3.55	5.05	6.25	8.00	9.40	11.00	
Auburn	5		6.15	7.35	9.05	10.15	11.25	12.35	1.45	2.55	4.05	5.15	6.35	8.10	9.50	11.10	
Auburn Jct.	6		6.22	7.40	9.10	10.20	11.30	12.40	1.50	3.00	4.10	5.20	6.40	8.15	9.55	11.15	
Ar Garrett	10		6.35	7.50	9.20	10.30	11.40	12.50	2.00	3.10	4.20	5.30	6.50	8.25	10.05	11.25	
Lv Garrett	0	5.25	6.35	7.50	9.20	10.30	11.40	12.50	2.00	3.10	4.20	5.30	6.50	8.25	10.05	11.25	
Vandalia Crossing	1	5.31	6.41	7.56	9.26	10.36	11.46	12.56	2.06	3.16	4.26	5.36	6.56	8.31	10.11	11.31	
Ensley	4	5.33	6.45	8.00	9.30	10.40	11.50	1.00	2.10	3.20	4.30	5.40	7.00	8.35	10.15	11.35	
Huntertown	12	5.45	6.57	8.09	9.39	10.49	11.59	1.09	2.19	3.29	4.39	5.49	7.09	8.44	10.24	11.44	
Irene Byron Hospital	11	5.47	7.00	8.15	9.44	10.54	12.04	1.14	2.24	3.34	4.44	5.54	7.13	8.47	10.27	11.47	
Wallen	14	5.50	7.03	8.18	9.47	10.57	12.07	1.17	2.27	3.37	4.47	5.57	7.16	8.50	10.30	11.50	
Wells Street	19	5.59	7.11	8.26	9.55	11.05	12.15	1.25	2.35	3.45	4.55	6.05	7.24	9.00	10.38	11.56	
Ar FORT WAYNE (CST)	20	6.10	7.30	8.35	10.05	11.15	12.25	1.35	2.45	3.55	5.05	6.15	7.35	9.10	10.50	12.05	
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

BETWEEN KENDALLVILLE AND WATERLOO

Leave Kendallville	Arrive Waterloo	Leave Waterloo	Arrive Kendallville
AM	AM	AM	AM
6.10	7.10	6.05	7.10
7.25	8.25	7.25	8.25
8.55	9.55	8.55	9.55
10.05	11.05	10.05	11.05
11.15	12.15	11.15	12.15
12.25	1.25	12.25	1.25
1.35	2.35	1.35	2.35
2.45	3.45	2.45	3.45
3.55	4.55	3.55	4.55
5.05	6.05	5.05	6.05
6.25	7.25	6.25	7.25
8.00	9.00	8.00	9.00
9.40	10.30	9.40	10.25
11.00	12.20	11.00	12.20
PM	AM	PM	AM

W Through train between Fort Wayne and Waterloo.

K Through train between Fort Wayne and Kendallville.

* Local Train making any regular stop.

CST Central Standard Time.

TABLE 11

Indiana Railroad

FRANKFORT - KOKOMO - MARION - ANDERSON

NORTH AND WEST BOUND

STATIONS	Mi	* AM	* AM	* AM	* AM	* PM	* PM	* PM	* PM	* PM	* PM	* PM	* PM
ANDERSON	0		5.00	6.20	8.20	10.20	12.20	2.10	4.20	6.10	8.20		10.30
Anderson Jct.	1		5.01	6.21	8.21	10.21	12.21	2.11	4.21	6.11	8.21		10.31
Linwood	6		5.10	6.30	8.30	10.30	12.30	2.20	4.30	6.20	8.30		10.40
ALEXANDRIA	11		5.20	6.40	8.40	10.40	12.40	2.30	4.40	6.30	8.40		10.48
Summitville	17		5.30	6.50	8.50	10.50	12.50	2.40	4.50	6.40	8.50		11.00
Fairmount	23		5.40	7.00	9.00	11.00	1.00	2.50	4.59	6.50	9.00		11.10
Jonesboro	28		5.49	7.09	9.09	11.10	1.10	3.00	5.10	6.59	9.09		11.19
Gas City Jct.	29		5.50	7.11	9.11	11.11	1.11	3.01	5.11	7.00	9.11		11.20
MARION	34		6.05	7.30	9.30	11.30	1.30	3.20	5.45	7.15	9.30	9.40	11.40
Roseburg	39		6.21	7.46	9.46	11.45	1.45	3.36	6.01	7.31		9.56	
Herbst	42		6.28	7.50	9.50	11.50	1.50	3.40	6.05	7.35		10.00	
Swayzee	44		6.30	7.55	9.55	11.55	1.55	3.45	6.10	7.40		10.05	
Sims	46		6.37	7.58	9.58	11.58	1.58	3.48	6.13	7.43		10.08	
Sycamore	49		6.39	8.04	10.04	12.04	2.04	3.54	6.19	7.49		10.14	
Greentown	52		6.44	8.09	10.09	12.09	2.09	3.59	6.24	7.53		10.18	
KOKOMO	61	5.00	7.05	8.30	10.30	12.32	2.32	4.22	6.45	8.15		10.40	
Middleton †	68	5.18	7.23	8.47	10.47	12.47	2.47	4.37	7.00	8.32			
Russiaville	71	5.22	7.27	8.51	10.51	12.51	2.51	4.41	7.04	8.36			
Forest	75	5.28	7.33	8.57	10.57	12.57	2.57	4.47	7.10	8.43			
Michigantown	80	5.35	7.40	9.06	11.06	1.06	3.06	4.56	7.19	8.51			
Avery	82	5.40	7.45	9.11	11.11	1.11	3.11	5.01	7.24	8.56			
FRANKFORT	87	5.50	7.55	9.20	11.20	1.20	3.20	5.10	7.30	9.05			
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM

EAST AND SOUTH BOUND

STATIONS	* AM	* AM	* AM	* AM	* AM	N	* PM	* PM	* PM	* PM	* PM
FRANKFORT			6.00	8.00	10.00	12.00	2.00	4.00	5.15	8.20	10.00
Avery			6.06	8.06	10.06	12.06	2.06	4.06	5.21	8.26	10.06
Michigantown			6.11	8.11	10.11	12.11	2.11	4.11	5.26	8.30	10.11
Forest			6.18	8.18	10.18	12.18	2.18	4.18	5.33	8.35	10.18
Russiaville			6.25	8.25	10.25	12.25	2.25	4.25	5.40	8.43	10.25
Middleton †			6.29	8.29	10.29	12.29	2.29	4.29	5.44	8.48	10.29
KOKOMO	5.10		6.48	8.48	10.48	12.48	2.48	4.48	6.03	9.07	10.48
Greentown	5.30		7.10	9.10	11.10	1.10	3.07	5.10	6.23	9.29	
Sycamore	5.34		7.14	9.14	11.14	1.14	3.11	5.14	6.27	9.33	
Sims	5.39		7.20	9.20	11.20	1.20	3.16	5.20	6.33	9.39	
Swayzee	5.42		7.23	9.23	11.23	1.23	3.19	5.23	6.36	9.42	
Herbst	5.47		7.28	9.28	11.28	1.28	3.24	5.28	6.41	9.47	
Roseburg	5.51		7.32	9.32	11.32	1.32	3.28	5.32	6.45	9.51	
MARION	6.10	6.50	7.50	9.50	11.50	1.50	3.50	5.50	7.05	10.06	
Gas City Jct.	5.05		7.05	9.05	10.05	12.05	2.05	4.05	6.05	7.17	10.20
Jonesboro	5.06		7.06	9.06	10.06	12.06	2.06	4.06	6.06	7.20	10.21
Fairmount	5.15		7.15	9.15	10.15	12.15	2.15	4.15	6.15	7.29	10.30
Summitville	5.25		7.23	9.23	10.23	12.23	2.23	4.23	6.23	7.37	10.38
ALEXANDRIA	5.35		7.33	9.33	10.33	12.33	2.33	4.33	6.33	7.46	10.46
Linwood	5.46		7.44	9.44	10.44	12.44	2.44	4.44	6.44	7.55	10.55
Anderson Jct.	5.59		7.58	9.58	10.58	12.58	2.58	4.58	6.58	8.09	11.09
ANDERSON	6.00		8.00	10.00	11.00	1.00	3.00	5.00	7.00	8.10	11.15
	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM

INDIANA RAILROAD SYSTEM

TABLE 2

INDIANAPOLIS TO KOKOMO - PERU - FORT WAYNE

NORTH BOUND

Mi	STATIONS	350 C AM	200 X AM	202 K AM	204 A AM	206 A AM	208 A AM	210 G PM	212 A PM	214 A PM	216 A PM	218 A PM	220 A PM	222 A PM
0	Lv INDIANAPOLIS			5 40	7 00	9 00	11 00	12 15	1 00	3 15	5 15	6 00	7 45	11 00
8	Broad Ripple			6 04	7 28	9 28	11 28	12 46	1 20	3 43	5 48	6 33	8 18	11 22
9	State Sch'l for Blind			6 05	7 29	9 29	11 29	12 47	1 22	3 44	5 49	6 34	8 19	11 23
18	Home Place			6 08	7 32	9 32	11 32	12 50	1 25	3 48	5 53	6 38	8 22	11 27
16	Carmel			6 13	7 37	9 38	11 38	12 55	1 32	3 54	6 00	6 44	8 28	11 32
24	NOBLESVILLE			6 25	7 55	9 53	11 53	1 12	1 53	4 11	6 20	6 59	8 38	11 54
30	Cicero			6 30	8 04	10 01	12 01	1 27	2 03	4 20	6 33	7 11	8 48	12 05
33	Arcadia			6 40	8 08	10 07	12 07	1 35	2 07	4 24	6 37	7 15	8 52	12 06
36	Atlanta			6 47	8 13	10 13	12 13	1 41	2 12	4 30	6 43	7 21	8 57	12 11
41	TIPTON			7 00	8 22	10 22	12 22	1 50	2 21	4 39	6 52	7 30	9 07	12 20
48	Sharpsville			7 12	8 36	10 36	12 36	1 54	2 36	4 50	6 58	7 36	9 19	12 32
51	Fairfield			7 16	8 40	10 40	12 41	1 59	2 41	4 55	7 04	7 40	9 24	12 37
56	KOKOMO			7 30	8 53	10 53	12 53	2 12	2 53	5 08	7 17	7 52	9 36	12 50
61	Cassville			7 42	9 04	11 04	1 06	2 22	3 04	5 19	7 27	8 05	9 45	
63	Bennetts			7 45	9 09	11 09	1 09	2 25	3 09	5 23	7 30	8 09	9 49	
65	Miami			7 49	9 13	11 13	1 13	2 29	3 13	5 27	7 33	8 13	9 52	
68	Bunker Hill			7 54	9 17	11 17	1 17	2 33	3 17	5 32	7 38	8 18	9 56	
76	Ar PERU			8 07	9 30	11 30	1 30	2 45	3 30	5 45	7 50	8 30	10 10	
76	Lv PERU		6 30	8 15	9 30	11 30	1 30		3 30	5 45	7 50		10 10	
84	Boyd Park		6 43	8 33	9 47	11 47	1 47		3 47	6 02	8 07		10 27	
90	WABASH		6 54	8 42	9 55	11 56	1 55		3 55	6 12	8 16		10 36	
96	Lagro		7 07	8 53	10 06	12 06	2 06		4 06	6 22	8 26		10 46	
103	Andrews		7 16	9 00	10 16	12 16	2 16		4 16	6 33	8 36		10 56	
109	HUNTINGTON	5 30	7 26	9 11	10 25	12 25	2 25		4 25	6 42	8 45		11 05	
119	Roanoke	5 47	7 43	9 26	10 42	12 42	2 42		4 44	6 58	9 05		11 23	
131	Country Club	6 01	7 57	9 43	11 00	12 57	2 57		4 58	7 13	9 20		11 37	
135	Ar FORT WAYNE (CST)	6 20	8 15	10 00	11 15	1 15	3 15		5 15	7 30	9 35		11 55	
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM

FORT WAYNE TO PERU - KOKOMO - INDIANAPOLIS

SOUTH BOUND

Mi	STATIONS	201 A AM	203 A AM	205 C AM	207 A AM	209 A AM	211 A AM	213 A PM	215 A PM	217 A PM	219 A PM	221 PM	223 PM
0	Lv FORT WAYNE (CST)			5 45	7 00	9 00	10 45	1 00	3 00	4 30	5 30	8 00	10 00
4	Country Club			5 58	7 13	9 13	10 56	1 13	3 13	4 43	5 43	8 13	10 13
16	Roanoke			6 14	7 29	9 29	11 14	1 29	3 29	4 59	6 01	8 29	10 31
26	HUNTINGTON			6 30	7 48	9 47	11 33	1 47	3 47	5 17	6 18	8 47	10 47
32	Andrews			6 40	7 56	9 55	11 43	1 55	3 55	5 27	6 27	8 57	
39	Lagro			6 50	8 06	10 06	11 53	2 06	4 06	5 36	6 37	9 07	
45	WABASH			7 03	8 16	10 17	12 06	2 17	4 17	5 46	6 48	9 17	
51	Boyd Park			7 13	8 25	10 26	12 17	2 26	4 26	5 56	6 58	9 26	
69	Ar PERU			7 30	8 45	10 45	12 30	2 45	4 45	6 15	7 15	9 45	
69	Lv PERU		6 10	7 30	8 45	10 45	12 30	2 45	4 45		7 15	9 45	
67	Bunker Hill		6 19	7 40	8 54	10 54	12 39	2 54	4 54		7 24	9 54	
65	Miami		6 23	7 44	9 00	11 00	12 45	3 00	5 00		7 30	10 00	
73	Bennetts		6 25	7 49	9 03	11 03	12 48	3 03	5 03		7 33	10 04	
74	Cassville		6 28	7 53	9 06	11 09	12 52	3 06	5 07		7 37	10 07	
79	KOKOMO	5 30	6 45	8 04	9 22	11 22	1 07	3 22	5 22		7 52	10 20	
84	Fairfield	5 40	6 55	8 14	9 32	11 32	1 17	3 32	5 32		8 04	10 30	
87	Sharpsville	5 43	7 00	8 17	9 36	11 36	1 21	3 36	5 36		8 08	10 33	
94	TIPTON	5 58	7 16	8 32	9 51	11 51	1 35	3 51	5 51		8 24	10 50	
99	Atlanta	6 07	7 24	8 39	9 59	11 59	1 43	3 59	5 59		8 32	10 57	
102	Arcadia	6 09	7 26	8 43	10 03	12 03	1 47	4 03	6 03		8 36	11 02	
106	Cicero	6 14	7 32	8 47	10 07	12 07	1 51	4 07	6 07		8 40	11 06	
111	NOBLESVILLE	6 25	7 43	8 58	10 18	12 18	2 01	4 18	6 18		8 51	11 17	
120	Carmel	6 40	7 58	9 13	10 34	12 34	2 19	4 36	6 36		9 10	11 34	
123	Home Place	6 44	8 03	9 17	10 38	12 38	2 23	4 40	6 40		9 14	11 38	
128	State Sch'l for Blind	6 48	8 07	9 21	10 42	12 42	2 27	4 44	6 44		9 17	11 42	
127	Broad Ripple	6 53	8 11	9 25	10 46	12 46	2 31	4 48	6 48		9 21	11 46	
135	Ar INDIANAPOLIS	7 25	8 45	9 55	11 20	1 20	3 00	5 20	7 20		9 50	12 15	
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM

A—Daily Trains. G—Saturdays only. K—Does not run between Peru and Huntington on Sundays, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas and New Year's.
C—Daily except Sundays, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas and New Year's. K—Does not run between Indianapolis and Peru on Sundays.

INDIANA RAILROAD SYSTEM

INDIANAPOLIS - FT. BENJAMIN HARRISON

TABLE 3

EAST BOUND

Mi	STATIONS	A AM	C AM	A AM	A AM	A AM	A AM	G PM	A PM	A PM	A PM	A PM	A PM	A PM	A PM	E AM	E
0	Lv Indianapolis	5 00	6 05	7 00	8 00	9 30	11 30	12 30	1 30	4 00	2 30	3 30	4 40	5 45	6 40	8 00	10 00	11 58	1 30
4	34th St	5 11	6 21	7 16	8 16	9 46	11 46	12 52	1 52	4 22	2 46	3 46	4 56	6 01	6 56	8 16	10 16	12 15	1 45
6	Forest Manor	5 19	6 25	7 23	8 20	9 55	11 50	12 58	2 05	4 32	2 52	3 52	5 03	6 05	7 03	8 20	10 22	12 22	1 50
7	Emerson Ave	5 20	6 26	7 24	8 21	9 56	11 51	12 59	2 06	4 33	2 53	3 53	5 04	6 06	7 04	8 21	10 22	12 23	1 51
8	Arlington Ave	5 23	6 28	7 26	8 23	9 58	11 53	1 00	2 07	4 35	2 55	3 55	5 06	6 08	7 05	8 23	10 23	12 25	1 53
10	Shadeland	5 25	6 30	7 28	8 25	10 00	11 55	1 02	2 09	4 37	2 57	3 57	5 08	6 10	7 08	8 25	10 25	12 27	1 55
11	Lawrence	5 28	6 32	7 33	8 29	10 03	11 58	1 05	2 12	4 40	3 00	4 00	5 11	6 13	7 11	8 28	10 28	12 30	1 58
11	Spring Valley	5 30	6 35	7 35	8 31	10 08	12 02	1 09	2 16	4 43	3 03	4 04	5 15	6 17	7 13	8 33	10 33	12 34	2 02
13	Ar Ft. Ben. Harrison	5 35	6 40	7 38	8 35	10 08	12 05	1 12	2 20	4 46	3 06	4 06	5 20	6 20	7 16	8 35	10 35	12 35	2 05

WEST BOUND

Mi	STATIONS	A AM	C AM	A AM	A AM	A AM	A AM	G PM	A PM	A PM	A PM	A PM	A PM	A PM	A PM	E PM	E
0	Lv Ft. Ben. Harrison	5 40	6 50	7 40	8 38	10 35	12 45	1 30	2 30	5 35	4 35	5 35	6 45	7 35	8 40	11 00	12 40	2 09	
2	Spring Valley	5 42	6 52	7 42	8 40	10 37	12 47	1 32	2 32	5 37	4 37	5 37	6 47	7 37	8 42	11 02	12 42	2 07	
3	Lawrence	5 45	6 55	7 45	8 43	10 40	12 50	1 35	2 35	5 40	4 40	5 40	6 50	7 40	8 45	11 05	12 45	2 09	
5	Shadeland	5 47	6 57	7 47	8 45	10 42	12 52	1 37	2 37	5 42	4 42	5 42	6 52	7 42	8 47	11 07	12 47	2 11	
6	Arlington Ave.	5 49	6 59	7 49	8 47	10 44	12 54	1 39	2 39	5 44	4 44	5 44	6 54	7 44	8 49	11 09	12 49	2 13	
7	Emerson Ave.	5 51	7 01	7 51	8 49	10 46	12 56	1 41	2 41	5 46	4 46	5 46	6 56	7 46	8 51	11 11	12 51	2 15	
8	Forest Manor	5 52	7 02	7 52	8 52	10 47	12 57	1 42	2 42	5 47	4 47	5 47	6 57	7 47	8 52	11 12	12 52	2 16	
9	34th St.	5 55	7 05	7 55	8 55	10 50	1 00	1 45	2 45	5 50	4 50	5 50	7 00	7 50	8 55	11 15	12 56	2 19	
12	Ar Indianapolis	6 15	7 25	8 30	9 15	11 15	1 20	2 05	3 10	4 10	5 15	6 15	7 20	8 10	9 15	11 35	1 10	2 35	

A—Daily Train. C—Daily except Sundays and Holidays. E—Sundays and Mondays Only. G—Saturday Only

Indiana Service Corporation

TABLE 4

FORT WAYNE - WATERLOO - KENDALLVILLE

NORTH BOUND

Mi	STATIONS	K 502 C AM	K 508 A AM	W K 510 A AM	W K 514 A AM	W K 518 A AM	W K 522 A PM	W K 526 A PM	W K 530 A PM	W K 534 A PM	W K 536 A PM	W K 540 A PM
0	Lv FORT WAYNE (CST)	5 00	6 30	7 30	9 30	11 30	1 30	3 30	4 45	5 45	8 20	10 40
1	Wells Street	5 06	6 37	7 37	9 37	11 37	1 37	3 37	4 52	5 52	8 27	10 47
7	Wallen	5 14	6 46	7 48	9 48	11 48	1 48	3 48	5 03	6 03	8 38	10 58
9	Irene Byron Hospital	5 19	6 51	7 53	9 53	11 53	1 53	3 53	5 08	6 08	8 43	11 03
11	Huntertown	5 22	6 55	7 56	9 56	11 56	1 56	3 56	5 11	6 11	8 46	11 06
17	Ensley	5 33	7 04	8 06	10 06	12 06	2 06	4 06	5 21	6 21	8 56	11 16
18	Tandalia Crossing	5 38	7 09	8 10	10 10	12 10	2 10	4 10	5 25	6 25	8 58	11 18
20	Ar Garrett	5 42	7 12	8 12	10 12	12 12	2 12	4 12	5 27	6 27	9 00	11 20
	Lv Garrett	5 42	7 12	8 12	10 12	12 12	2 12	4 12	5 27	6 27	9 00	11 20
24	Auburn Jct	5 50	7 20	8 20	10 20	12 20	2 20	4 20	5 35	6 35	9 08	11 28
25	Auburn	5 54	7 24	8 24	10 24	12 24	2 24	4 24	5 39	6 39	9 11	11 31
30	Ar WATERLOO	6 05	7 35	8 35	10 35	12 35	2 35	4 35	5 50	6 50	9 25	11 45
	Lv Garrett	5 42	7 12	8 12	10 12	12 12	2 12	4 12	5 27		9 00	11 20
21	Altona	5 46	7 16	8 16	10 16	12 16	2 16	4 16	5 31		9 04	11 24
26	Avilla	5 52	7 22	8 22	10 22	12 22	2 22	4 22	5 37		9 10	11 30
29	Lisbon	5 56	7 26	8 27	10 27	12 27	2 27	4 27	5 42		9 14	11 35
39	Ar KENDALLVILLE	6 05	7 35	8 35	10 35	12 35	2 35	4 35	5 50		9 20	11 45
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM

SOUTH BOUND

Mi	STATIONS	W K 501 C AM	K 507 A AM	K 511 A AM	W K 513 A AM	K 517 A AM	W 521 A AM	K 525 A PM	W 529 A PM	K 533 A PM	W 537 A PM	W 541 A PM
0	Lv KENDALLVILLE	5 00	6 15	7 50	9 25	11 25	1 40	3 25	4 40	5 30		9 30
3	Lisbon	5 06	6 21	7 56	9 33	11 32	1 47	3 32	4 47	5 37		9 37
6	Avilla	5 11	6 26	8 01	9 38	11 37	1 52	3 37	4 52	5 42		9 42
11	Altona	5 17	6 32	8 07	9 44	11 43	1 58	3 43	4 58	5 48		9 48
12	Ar Garrett	5 22	6 37	8 12	9 47	11 47	2 02	3 47	5 02	5 52		9 52
0	Lv WATERLOO	5 00	6 15	7 50	9 25	11 25	1 40	3 25	4 40	5 30	7 15	9 30
5	Auburn	5 10	6 25	8 00	9 35	11 35	1 50	3 35	4 50	5 40	7 25	9 40
6	Auburn Jct.	5 14	6 29	8 04	9 39	11 39	1 54	3 39	4 54	5 44	7 29	9 44
12	Ar Garrett	5 22	6 37	8 12	9 47	11 47	2 02	3 47	5 02	5 52	7 37	9 52
	Lv Garrett	5 22	6 37	8 12	9 47	11 47	2 02	3 47	5 02	5 52	7 37	9 52
3	Tandalia Crossing	5 24	6 39	8 14	9 49	11 49	2 04	3 49	5 04	5 54	7 39	9 54
4	Ensley	5 29	6 42	8 18	9 53	11 53	2 08	3 53	5 08	5 58	7 43	9 58
9	Huntertown	5 39	6 52	8 29	10 03	12 03	2 18	4 03	5 18	7 07	7 51	10 07
11	Irene Byron Hospital	5 42	6 55	8 32	10 06	12 06	2 21	4 06	5 21	7 10	7 54	10 10
14	Wallen	5 47	7 03	8 37	10 11	12 11	2 26	4 11	5 26	7 15	7 59	10 15
20	Wells Street	5 57	7 13	8 48	10 22	12 22	2 37	4 22	5 37	7 26	8 09	10 26
30	Ar FORT WAYNE (CST)	6 05	7 20	8 55	10 30	12 30	2 45	4 30	5 45	7 35	8 19	10 35
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM

A—Daily Train. C—Daily except Sundays and Holidays. K—Thru Train to Kendallville. W—Thru Train to Waterloo.

A—Daily Train. C—Daily except Sundays and Holidays. K—Thru Train from Kendallville. W—Thru Train from Waterloo.

Pages 156–158 are reproductions of selected pages from the public timetable of August 9, 1936, effective date of the beginning of Indiana R.R. operation into Dayton, Ohio, over the former Dayton & Western Traction Company line.

INDIANA RAILROAD SYSTEM

TABLE 5 INDIANAPOLIS TO FRANKLIN - COLUMBUS - SEYMOUR - LOUISVILLE

SOUTH BOUND

Mi	STATIONS	2 A AM	4 A AM	6 A AM	8 C AM	10 A AM	12 A AM	14 A AM	16 A AM	18 A PM	20 A PM	22 A PM	24 A PM	26 A PM	28 C PM	30 A PM	32 A PM	34 A PM	36 A PM	38 A PM	40 Y PM
0	Lv INDIANAPOLIS, Ind.		5 25	6 25		7 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30		5 30	6 15	7 30	9 30	11 45	
8	Southport		5 49	6 49		7 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55		5 55	6 41	7 55	9 55	12 10	
12	Greenwood		5 56	6 55		8 01	10 01	11 01	12 01	1 01	2 01	3 01	4 01	5 01		6 01	6 47	8 01	10 02	12 15	
15	Whiteland		6 01	7 01		8 06	10 06	11 06	12 06	1 06	2 06	3 06	4 06	5 06		6 06	6 52	8 06	10 06	12 20	
22	FRANKLIN		6 11	7 12		8 15	10 15	11 15	12 15	1 15	2 15	3 16	4 15	5 17		6 16	7 01	8 15	10 15	12 25	
32	Edinburg		6 27	7 30		8 33	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 32		6 32	7 14	8 32	10 32	12 45	
36	Taylorsville		6 33	7 39		8 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38		6 38	7 22	8 38	10 38	12 51	
43	COLUMBUS		6 45	7 50		8 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50		6 50	7 35	8 50	10 50	1 06	
52	Azalia		6 58			9 00	11 00		1 00		3 00		5 00			7 00		8 58	10 58		
57	Reddington		7 07			9 09	11 07		1 07		3 07		5 07			7 07		9 04	11 04		
62	SEYMOUR	5 30	7 17		8 22	9 17	11 17		1 17		3 17		5 17		6 20	7 17		9 13	11 13		11 17
75	Crothersville	5 47	7 34		8 43	9 34	11 34		1 34		3 34		5 34		6 43	7 34		9 30			11 34
78	Austin	5 52	7 38		8 47	9 38	11 38		1 38		3 38		5 38		6 47	7 38		9 35			11 38
83	SCOTTSBURG	6 00	7 46		8 54	9 46	11 46		1 46		3 46		5 46		6 55	7 46		9 43			11 46
89	Underwood	6 08	7 55		9 03	9 55	11 55		1 55		3 55		5 55			7 55		9 50			11 55
93	Henryville	6 15	8 00		9 08	10 00	12 00		2 00		4 00		6 00			8 00		9 54			12 00
97	Memphis	6 22	8 05		9 13	10 05	12 05		2 05		4 05		6 05			8 05		9 58			12 05
102	Speeds	6 27	8 11		9 19	10 11	12 11		2 11		4 11		6 11			8 11		10 04			12 11
103	Sellersburg	6 30	8 13		9 21	10 13	12 13		2 13		4 13		6 13			8 13		10 06			12 13
107	Watson Junction	6 40	8 20		9 28	10 20	12 20		2 20		4 20		6 20			8 20		10 13			12 20
114	Jeffersonville	6 55	8 30		9 39	10 30	12 30		2 30		4 30		6 30			8 28		10 25			12 30
117	Ar LOUISVILLE, Ky.	7 10	8 45		9 55	10 45	12 45		2 45		4 45		6 45			8 45		10 40			12 45
		AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

LOUISVILLE TO SEYMOUR - COLUMBUS - FRANKLIN - INDIANAPOLIS

NORTH BOUND

Mi	STATIONS	1 A AM	3 A AM	5 A AM	7 C AM	9 A AM	11 A AM	13 A AM	15 A AM	17 A PM	19 A PM	21 A PM	23 A PM	25 A PM	27 A PM	29 C PM	31 A PM	33 A PM	35 A PM	37 A PM
0	Lv LOUISVILLE, KY.			5 30			7 30		9 30		11 30		1 30		3 30	4 30		5 30	8 29	11 15
3	Jeffersonville, Ind.			5 45			7 45		9 45		11 45		1 45		3 45	4 45		5 45	8 35	11 30
10	Watson Junction			5 54			7 54		9 54		11 54		1 54		3 54	4 54		5 54	8 44	11 41
14	Sellersburg			6 02			8 03		10 02		12 02		2 02		4 02	5 02		6 02	8 50	11 48
15	Speeds			6 05			8 05		10 05		12 05		2 05		4 05	5 05		6 05	8 52	11 50
20	Memphis			6 11			8 11		10 11		12 11		2 11		4 11	5 11		6 11	8 57	11 56
24	Henryville			6 16			8 15		10 15		12 15		2 15		4 15	5 15		6 15	9 01	12 00
28	Underwood			6 20			8 20		10 20		12 20		2 20		4 20	5 20		6 20	9 05	12 04
34	SCOTTSBURG			6 28	7 20		8 28		10 28		12 28		2 28		4 28	5 30		6 28	9 15	12 12
39	Austin			6 34	7 27		8 34		10 34		12 34		2 34		4 34	5 38		6 34	9 21	12 18
43	Crothersville			6 39	7 34		8 39		10 39		12 39		2 39		4 39	5 41		6 39	9 26	12 22
56	SEYMOUR		5 50	6 59	7 52		8 59		10 59		12 59		2 59		4 58	5 58		6 59	9 44	12 38
60	Reddington		5 57	7 07			9 07		11 07		1 07		3 07		5 07			7 07	9 52	
65	Azalia		6 02	7 12			9 12		11 13		1 12		3 13		5 12			7 13	9 56	
74	COLUMBUS	5 20	6 15	7 25		8 17	9 25	10 17	11 25	12 17	1 25	2 17	3 25	4 17	5 25		6 10	7 26	10 10	
81	Taylorsville	5 29	6 24	7 34		8 26	9 34	10 26	11 34	12 26	1 34	2 26	3 34	4 26	5 34		6 19	7 36	10 20	
85	Edinburg	5 35	6 35	7 42		8 33	9 42	10 35	11 42	12 35	1 42	2 35	3 42	4 35	5 42		6 26	7 42	10 26	
96	FRANKLIN	5 55	6 53	8 00		8 55	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 02	6 00		6 47	8 00	10 47	
101	Whiteland	6 04	7 04	8 09		9 03	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 11	6 09		6 55	8 09	10 52	
106	Greenwood	6 10	7 10	8 14		9 10	10 14	11 14	12 14	1 14	2 14	3 14	4 14	5 16	6 14		7 03	8 14	10 58	
109	Southport	6 15	7 15	8 19		9 15	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 21	6 19		7 08	8 19	11 03	
117	Ar INDIANAPOLIS, Ind.	6 45	7 50	8 45		9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 50	6 45		7 35	8 45	11 25	
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	

A—Daily trains. C—Daily except Sundays, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas and New Years. Y—Sundays and Holidays only.

Take The Advice of

EXPERIENCED TRAVELERS

Ride the Interurban

and

You can make a round trip on the Interurban at 1½ cents a mile. That's cheaper than driving an automobile. Interurban travel is fast, dependable and safe, too.



Be SAFE and SAVE

● When you travel by Interurban, you arrive at your destination fresh and relaxed. Make your trips in comfort, without fatigue from road worries or traffic hazards. And your comfortable trip on the Interurban costs only 1½ cents a mile, round trip, or 2 cents a mile, one way.

INDIANA RAILROAD SYSTEM

INDIANA RAILROAD SYSTEM

TABLE 6 — INDIANAPOLIS TO TERRE HAUTE

WEST BOUND

Mi	STATIONS	103 A AM	107 C AM	111 A AM	115 A AM	117 A AM	119 A PM	123 A PM	125 A PM	127 C PM	129 A PM	131 A PM	133 A PM	135 A PM
0	Lv INDIANAPOLIS			7.30	9.30	11.30	1 25	3 30	4 25	5 15	5 45	7 35	9 30	11 45
6	Ben Davis			7.45	9.45	11.45	1 42	3 45	4 42	5 31	6 00	7 52	9 47	12 00
9	Bridgeport			7.48	9.48	11.49	1 46	3 48	4 46	5 34	6 05	7 55	9 51	12 03
14	Plainfield			7.58	9.58	11.58	1 53	3 55	4 53	5 41	6 11	8 03	9 58	12 11
17	Cartersburg			8.04	10.04	12.04	1 59	4 02	4 59	5 47	6 17	8 09	10 04	12 18
21	Clayton			8.12	10.12	12 12	2 06	4 09	5 06	5 54	6 25	8 16	10 11	12 24
23	Pecksburg			8.16	10.16	12.16	2 09	4 13	5 09	5 58	6 29	8 20	10 14	12 28
26	Amo			8.18	10.18	12 18	2 11	4 14	5 11	6 00	6 30	8 22	10 16	12 30
29	Coatesville			8.22	10.22	12 22	2 15	4 18	5 15	6 06	6 37	8 26	10 20	12 30
33	Fillmore			8.26	10.26	12 26	2 21	4 24	5 21	6 14	6 43	8 32	10 26	12 35
40	Greencastle	5.35	6.35	8.40	10.40	12 40	2 35	4 38	5 35	6 25	6 55	8 44	10 40	12 50
53	Harmony	5.50	6.50	9.01	10.59	12 59	2 54	4 57	5 54		7 13	9 03	11 00	
56	Brazil	5.57	7.09	9.09	11.09	1.09	3.04	5.07	6.04		7.23	9.10	11.06	
72	Ar TERRE HAUTE	6.35	7.40	9.45	11.45	1.40	3.35	5.40	6.40		7.55	9.40	11.40	

EAST BOUND

Mi	STATIONS	104 A AM	108 E AM	110 A AM	112 A AM	116 A AM	118 A AM	122 A PM	124 A PM	126 A PM	130 A PM	132 C PM	134 A PM	136 A PM	138 A PM
0	Lv TERRE HAUTE		5.45		6.35	7.45	8.40	10.35	12 25	2 30	4 30	5 20	6 40	9 25	11 30
15	Brazil		6.13		7.10	8.15	9.10	11.10	1.01	3 05	5 08	5 54	7 12	9 53	11 59
19	Harmony		6.22		7.19	8.24	9.19	11.19	1.10	3 14	5 16	6 05	7 23	10 01	12 08
33	Greencastle	6.00	6.40	6.40	7.40	8.45	9.40	11.40	1.35	3 35	5 40	6 25	7 45	10 20	12 27
39	Fillmore	6.10		6.49	7.50	8.55	9.50	11.50	1.45	3 47	5 57		7 55	10 34	
43	Coatesville	6.15		6.55	7.56	9.01	9.56	11.56	1.51	3 53	6 06		8 02	10 40	
46	Amo	6.20		7.00	8.00	9.05	10.00	12.00	1.55	3 57	6 04		8 07	10 44	
48	Pecksburg	6.23		7.02	8.03	9.08	10.03	12.03	1.57	4.00	6.09		8.09	10.46	
51	Clayton	6.27		7.06	8.08	9.12	10.08	12.08	2.03	4.06	6.12		8.14	10.50	
54	Cartersburg	6.33		7.11	8.14	9.17	10.14	12.14	2.09	4.12	6.18		8.20	10.56	
58	Plainfield	6.40		7.18	8.21	9.23	10.21	12.21	2.15	4.18	6.25		8.27	11.01	
63	Bridgeport	6.48		7.26	8.29	9.28	10.27	12.27	2.21	4.23	6.32		8.33	11.07	
65	Ben Davis	6.51		7.28	8.32	9.31	10.30	12.32	2.25	4.27	6.37		8.37	11.10	
72	Ar INDIANAPOLIS	7.10		7.50	8.50	9.50	10.50	12.50	2.45	4.45	6.55		8.55	11.25	

A—Daily Trains. E—Mondays and days after holidays only. C—Daily except Sundays, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas and New Year's.
HLD—Highlanders—Daily, stop at all stations on signal. NOTE—Train No. 103 will go to Wabash Avenue to Court House, Terre Haute.

TABLE 7 — NEW CASTLE - MUNCIE DIVISION

SOUTH BOUND

Mi	STATIONS	401 C AM	201 B AM	403 A AM	405 A AM	407 A AM	409 A PM	411 A PM	413 A PM	415 A PM	417 A PM
0	MUNCIE	5.20	7.25	7.45	9.45	11.40	1.40	3.40	5.15	6.40	10.00
6	Cowan	5.44	7.35	7.55	9.59	11.54	1.54	3.53	5.29	6.54	10.13
9	Oakville	5.49	7.39	8.00	10.02	11.57	1.57	4.00	5.32	6.57	10.17
10	Springport	5.52	7.43	8.05	10.05	12.00	2.00	4.05	5.35	7.00	10.20
13	Mt. Summit	5.55	7.47	8.09	10.09	12.04	2.04	4.11	5.39	7.04	10.24
19	NEW CASTLE	6.05	8.00	8.20	10.20	12.15	2.15	4.25	5.50	7.15	10.35
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM

NORTH BOUND

Mi	STATIONS	422 C AM	404 A AM	406 A AM	408 A AM	410 A AM	412 A PM	304 A PM	414 A PM	416 A PM	418 A PM
0	NEW CASTLE	5.35	7.00	8.30	10.30	12.30	2.30	4.00	5.55	8.10	10.40
4	Mt. Summit	5.47	7.13	8.41	10.41	12.41	2.41	4.11	6.05	8.21	10.51
9	Springport	5.52	7.13	8.45	10.45	12.45	2.45	4.15	6.09	8.24	10.55
10	Oakville	5.57	7.16	8.48	10.48	12.48	2.48	4.19	6.12	8.27	10.58
13	Cowan	6.02	7.20	8.51	10.51	12.51	2.51	4.22	6.15	8.30	11.01
19	MUNCIE	6.15	7.35	9.05	11.05	1.05	3.05	4.35	6.30	8.43	11.15
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM

A—Daily Train. B—Daily except Sundays. C—Daily except Sundays and Holidays.

Travel by Interurban ... *the fast, dependable low cost transportation*

1½c a mile Round Trip — *Cheaper than Driving* — 2c a mile one way

C. D. HARDIN, Gen. Supt. Traffic -- 310 Traction Terminal Bldg. -- Phone Riley 8461 -- Indianapolis

INDIANA RAILROAD SYSTEM

INDIANAPOLIS - NEWCASTLE - RICHMOND - DAYTON, O. — TABLE 8

EAST BOUND

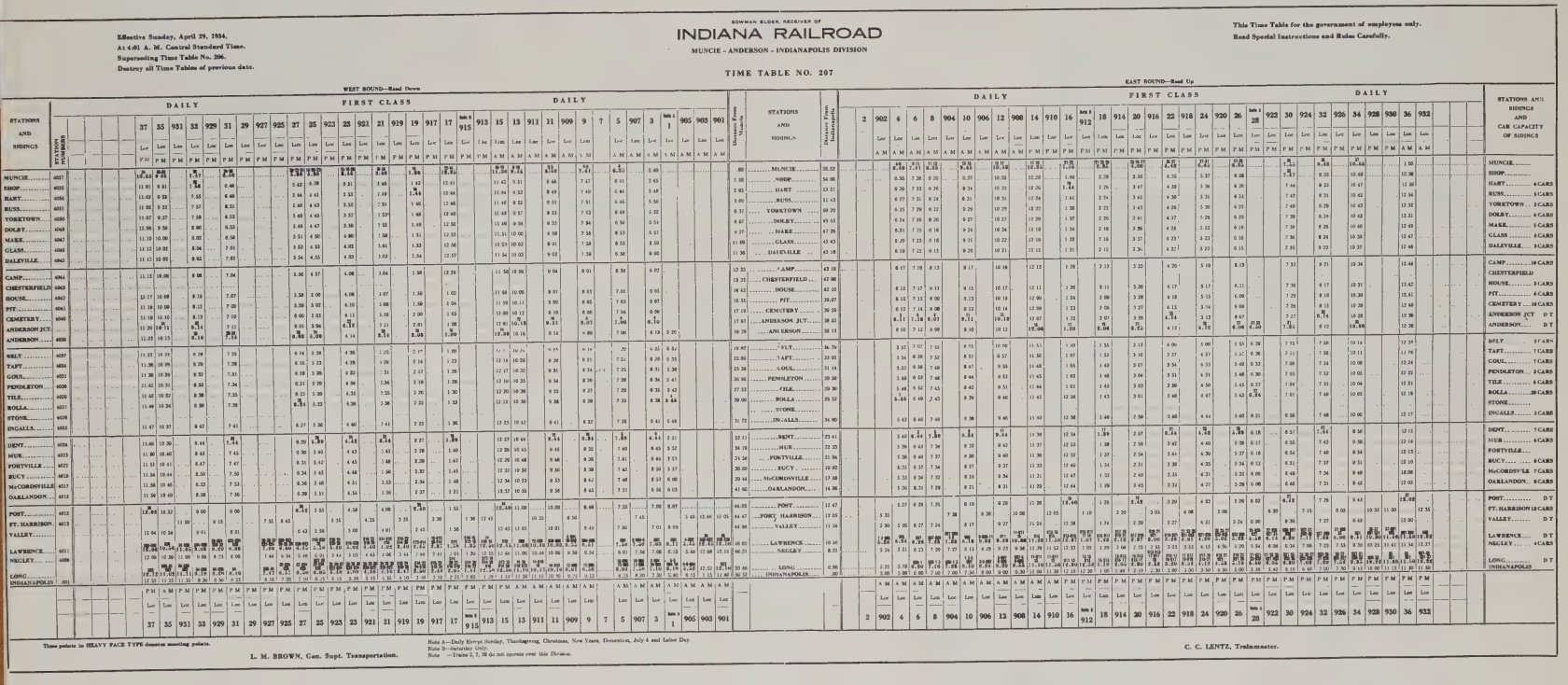
Mi.	STATIONS	602 C AM	604 A AM	606 C AM	608 C AM	610 A AM	612 AC AM	614 A AM	616 A PM	618 A PM	620 A PM	622 A PM	624 C PM	626 AH PM	628 A PM	630 A PM	632 A PM
0	Lv INDIANAPOLIS (CST)							7.00	9.00	11.00	1.00	3.00	4.00	5.15	6.10	8.00	11.30
14	Mt. Comfort							7.35	9.35	11.35	1.35	3.35	4.35	5.50	6.50	8.35	12.05
18	Mohawk							7.40	9.39	11.40	1.40	3.40	4.42	5.56	6.55	8.39	12.09
22	Maxwell							7.45	9.44	11.45	1.45	3.45	4.47	6.02	7.00	8.44	12.13
27	Willow Branch							7.49	9.49	11.49	1.49	3.49	4.52	9.07	7.06	8.50	12.18
29	Wilkinson							7.50	9.50	11.50	1.50	3.50	4.56	6.13	7.11	8.57	12.24
33	Shirley							7.58	9.59	11.59	1.59	3.59	5.02	6.21	7.15	9.01	12.28
36	Kennard							8.02	10.03	12.03	2.03	4.03	5.06	6.26	7.19	9.06	12.32
41	Westwood							8.09	10.14	12.14	2.14	4.14	5.14	6.34	7.27	9.12	12.39
45	NEW CASTLE						6.15	8.23	10.25	12.25	2.25	4.25	5.25	6.45	7.38	9.23	12.50
53	Spiceland						6.30	8.39	10.40	12.40	2.40	4.40	5.40	7.00	7.54	9.40	
56	Dunreith						6.34	8.44	10.45	12.45	2.45	4.45	5.45	7.05	8.00	9.45	
60	Lewisville						6.40	8.50	10.51	12.51	2.51	4.51	5.51	7.11	8.06	9.51	
63	Strawns						6.46	8.56	10.57	12.57	2.57	4.57	5.57	7.18	8.13	9.58	
67	Dublin						6.53	9.03	11.04	1.04	3.04	5.04	6.04	7.25	8.20	10.05	
69	Cambridge City					5.50	7.00	9.12	11.12	1.12	3.12	5.12	6.12	7.35	8.27	10.12	
72	East Germantown					5.54	7.04	9.16	11.16	1.16	3.16	5.16	6.17	7.40	8.32	10.17	
77	Centerville					6.05	7.15	9.27	11.27	1.27	3.27	5.27	6.29	7.53	8.41	10.26	
84	Ar RICHMOND (CST)					6.25	7.30	9.40	11.40	1.40	3.40	5.40	6.43	8.07	8.55	10.40	
	Lv RICHMOND, Ind. (EST)				7.00	8.90	10.40	12.40	2.40	4.40	6.40	7.43	9.07	9.55	11.40		
90	New Westville, O.				7.10	8.45	10.55	12.55	2.55	4.55	6.55	7.58	9.22	10.10	11.50		
94	New Hope				7.19	8.51	11.03	1.03	3.03	5.03	7.03	8.06	9.31	10.17	11.57		
101	Eaton	5.00	5.45	6.45	7.30	8.59	11.15	1.15	3.15	5.15	7.14	8.17	9.45	10.27	12.07		
106	West Alexandria	5.11	5.56	6.57	7.38	9.12	11.25	1.25	3.25	5.25	7.26	8.27		10.36	12.16		
111	Johnsville	5.19	6.04	7.06	7.49	9.21	11.34	1.34	3.34	5.34	7.35	8.37		10.46	12.25		
113	New Lebanon	5.23	6.08	7.10	7.53	9.25	11.38	1.38	3.38	5.38	7.40	8.41		10.50	12.29		
119	Drexel	5.33	6.18	7.20	8.03	9.35	11.48	1.48	3.48	5.48	7.49	8.50		10.59	12.37		
124	Ar DAYTON, O.	5.40	6.25	7.45	8.30	10.05	12.15	2.15	4.15	6.15	8.15	9.15		11.25	1.00		
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	

WEST BOUND

Mi.	STATIONS	601 AC AM	603 A AM	605 C AM	607 A AM	609 A AM	611 A PM	613 A PM	615 A PM	617 C PM	619 A PM	621 A PM	623 A PM	625 A PM	627 A PM
0	Lv DAYTON, O. (EST)	6.00	7.00	8.00	10.00	12.00	2.00	4.00	5.15	5.45	6.15	8.00	10.00	11.30	
5	Drexel	6.26	7.28	8.25	10.25	12.25	2.25	4.25	5.43	6.16	6.42	8.25	10.25	11.53	
11	New Lebanon	6.35	7.38	8.34	10.34	12.34	2.34	4.34	5.56	6.27	6.52	8.37	10.31	12.02	
13	Johnsville	6.38	7.41	8.37	10.37	12.37	2.37	4.37	5.59	6.30	6.55	8.43	10.34	12.06	
18	West Alexandria	6.46	7.50	8.46	10.46	12.46	2.46	4.46	6.08	6.39	7.04	8.53	10.45	12.15	
24	Eaton	7.00	8.00	8.59	10.57	12.57	2.57	4.57	6.18	6.51	7.14	9.04	10.57	12.25	
30	New Hope	7.11	8.12	9.09	11.10	1.10	3.10	5.10	6.31		7.27	9.12	11.07		
34	New Westville	7.20	8.19	9.16	11.17	1.17	3.17	5.17	6.38		7.35	9.22	11.14		
40	Ar RICHMOND, Ind. (EST)	7.30	8.30	9.27	11.27	1.27	3.27	5.27	6.48		7.45	9.32	11.25		
	Lv RICHMOND (CST)	6.30	7.30	8.27	10.27	12.27	2.27	4.27	5.48		6.45	8.32	10.25		
45	Centerville	6.45	7.48	8.47	10.47	12.47	2.47	4.47	6.04		7.05	8.51	10.44		
52	East Germantown	6.55	7.58	8.58	10.58	12.58	2.58	4.58	6.17		7.15	9.00	10.54		
55	Cambridge City	5.15	7.00	8.03	9.02	11.02	1.03	3.03	5.03	6.22	7.20	9.04	11.00		
57	Dublin	5.20	7.06	8.09	9.09	11.09	1.09	3.09	5.10		7.26	9.09			
61	Strawns	5.28	7.14	8.17	9.17	11.17	1.17	3.17	5.19		7.34	9.17			
64	Lewisville	5.34	7.21	8.24	9.24	11.24	1.24	3.24	5.26		7.41	9.23			
69	Dunreith	5.41	7.27	8.30	9.30	11.30	1.30	3.30	5.32		7.48	9.30			
71	Spiceland	5.45	7.30	8.35	9.34	11.34	1.34	3.34	5.36		7.52	9.35			
79	NEW CASTLE	6.02	7.45	8.52	9.52	11.52	1.52	3.52	5.53		8.06	9.52			
83	Westwood	6.09	7.55	9.03	10.03	12.03	2.03	4.03	6.06		8.15	10.01			
88	Kennard	6.15	8.02	9.12	10.13	12.13	2.13	4.13	6.15		8.22	10.07			
91	Shirley	6.19	8.07	9.16	10.17	12.17	2.17	4.18	6.21		8.27	10.12			
95	Wilkinson	6.23	8.09	9.18	10.19	12.19	2.19	4.20	6.23		8.29	10.14			
97	Willow Branch	6.29	8.16	9.27	10.27	12.27	2.27	4.29	6.32		8.38	10.21			
102	Maxwell	6.34	8.22	9.33	10.33	12.33	2.33	4.35	6.38		8.44	10.26			
106	Mohawk	6.39	8.27	9.39	10.39	12.39	2.39	4.42	6.44		8.50	10.33			
110	Mt. Comfort	6.44	8.32	9.44	10.44	12.44	2.44	4.47	6.50		8.55	10.38			
124	Ar INDIANAPOLIS	7.30	9.10	10.20	11.30	1.29	3.20	5.25	7.25		9.30	11.15			
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM		

A—Daily Train. C—Daily except Sundays and Holidays.

AC—Does not run between Cambridge City and New Castle on Sundays and Holidays.
AH—Does not run between Richmond and Eaton on Sundays and Holidays.



BOWMAN ELDER, RECEIVER OF

INDIANA RAILROAD

MUNCIE - ANDERSON - INDIANAPOLIS DIVISION

TIME TABLE NO. 207

Effective Sunday, April 29, 1934,
At 4:01 A. M. Central Standard Time.
Superseding Time Table No. 206.
Destroy all Time Tables of previous date.

This Time Table for the government of employes only.
Read Special Instructions and Rules Carefully.

WEST BOUND—Read Down

EAST BOUND—Read Up

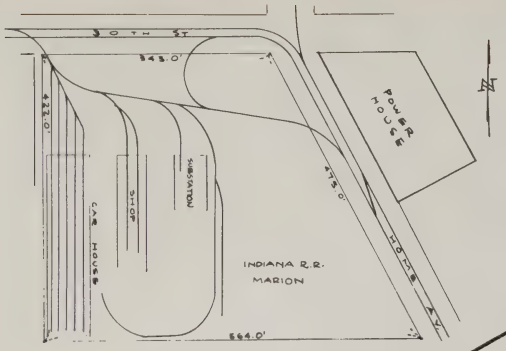
DAILY FIRST CLASS

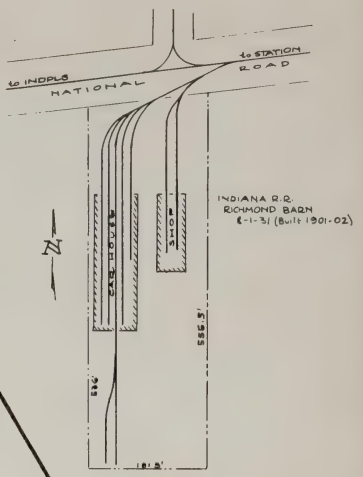
DAILY

DAILY FIRST CLASS

DAILY

| STATIONS AND SIDINGS | STATION NUMBERS | 37 | 35 | 931 | 33 | 929 | 31 | 29 | 927 | 925 | 27 | 25 | 923 | 23 | 921 | 21 | 919 | 19 | 917 | 17 | Note 1 915 | 913 | 15 | 13 | 911 | 11 | 909 | 9 | 7 | 5 | 907 | 3 | Note 1 1 | 905 | 903 | 901 | Distance From Muncie | STATIONS AND SIDINGS | Distance From Indianapolis | 2 | 902 | 4 | 6 | 8 | 904 | 10 | 906 | 12 | 908 | 14 | 910 | 16 | Note 1 912 | 18 | 914 | 20 | 916 | 22 | 918 | 24 | 920 | 26 | Note 1 28 | 922 | 30 | 924 | 32 | 926 | 34 | 928 | 930 | 36 | 932 | STATIONS AND SIDINGS AND CAR CAPACITY OF SIDINGS |
|---|---|---





Data for track diagram insets: EPB

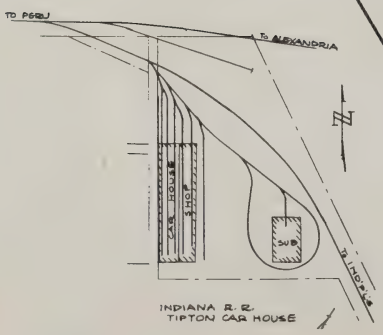
PUBLIC SERVICE COMPANY OF INDIANA
TIME TABLE NO. 30
EFFECTIVE 4:01 A. M. SUNDAY, JANUARY 19, 1941
SUPERSEDING INDIANA RAILROAD TIME TABLE NO. 29 DATED NOVEMBER 1, 1940
INDIANAPOLIS AND SEYMOUR DIVISION

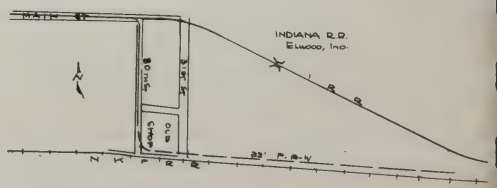
North Bound Train #1 Daily A.M.	Miles	Stations and Distances	Miles	South Bound Train #2 Daily P.M.
10:10	62.18	INDIANAPOLIS	00	3:30
9:46	57.82	THE LOOP	4.36	3:54
9:41	56.34	MADISON	5.84	3:58
9:39	55.40	EDGE	6.78	4:00
9:36	54.24	PORT	7.94	4:03
9:33	52.34	OAK	9.84	4:06
9:28	50.13	JOHNSON	12.05	4:11
9:27	49.59	GREEN	12.59	4:12
9:25	47.72	MILLER	14.46	4:15
9:20	45.05	SMITH	17.13	4:19
9:15	41.44	STORY	20.74	4:24
9:12	40.65	FRANKLIN "T"	21.53	4:28
9:07	39.99	STOCK	22.19	4:32
9:05	38.89	HAM	23.49	4:34
9:02	36.23	BARROW	25.95	4:37
8:58	33.53	ADAMS	28.65	4:41
8:56	31.95	DURHAM	30.23	4:43
8:54	30.46	IRVIN "T"	31.75	4:45
8:52	30.26	EDINBURG	31.92	4:46
8:48	29.45	ELK	32.73	4:49
8:46	28.05	KING	34.13	4:51
8:43	25.76	TAYLOR	36.42	4:55
8:38	21.61	BROOK	40.57	5:00
8:33	19.44	LONG	42.74	5:05
8:30	18.38	COLUMBUS "T"	43.20	5:08
8:25	17.82	BROWN	44.36	5:12
8:22	15.21	TROY	46.97	5:16
8:19	13.16	NEWSOM	49.02	5:19
8:14	10.12	AZALIA	52.06	5:23
8:12	8.72	CRUMP	53.46	5:25
8:09	6.77	GIBBONS	55.41	5:28
8:07	5.39	RED	56.79	5:31
8:04	1.05	WALSH	61.13	5:35
8:00	00	SEYMOUR "T"	62.18	5:40
A.M.				P.M.
#1 Daily				#2 Daily

L. M. BROWN
DIVISION SUPERINTENDENT

2

The once-a-day franchise run which wound up central Indiana interurban service operated from this timetable.











As one of the last big interurban systems, Indiana Railroad had few places to offer its equipment when liquidation day came. However, a few pieces found their ways to other lines for some additional years of service.

At top is the former #65, as reconditioned and renumbered #120 by the Cedar Rapids & Iowa City Railway. Inset above shows car as received by Crandic, back-to-back with ex-Cincinnati & Lake Erie car. After more years of service on Crandic than previously on Indiana R. R., this car retired to exhibition duty at the Illinois Electric Railway Museum at N. Chicago, Illinois.



All - lounge car #55 went to Lehigh Valley Transit in 1941 and saw a number of years of duty between Allentown and Philadelphia as their #1030, shown on Easton line in view at top right. This car has been preserved at the Seashore Museum in Kennebunkport, Maine.

Below #1030 in two views are the three former Railway Post Office cars #376-375-377 now used by South Shore Line.





At left, the former Indiana Railroad #786 is used today as a yard motor in the plant of the St. Louis Car Company, where it serves, under the number 7, to help build modern subway and railroad cars.





One of the important industries that developed on the Louisville-Indianapolis interurban line was the cement plant at Speeds. Actually the interurban line ran along the west side of the Pennsylvania Railroad at Speeds, while the mill was on the east. At Sellersburg the traction line turned abruptly eastward, crossed under the Pennsy and took off for a comfortable crossing of the river bottom. To serve the cement plant, a spur was built to the east of the railroad from a point close to the Sellersburg underpass north to Speeds.

In late 1939 the main line of the interurban was abandoned but a small company known as the Southern Indiana Railway, Inc. was formed to take over the cement spur and the portion of main line south from Sellersburg to Watson, where connection was made to the B&O RR.

On this five-mile route, former Indiana Railroad box motor 714 and locomotives 750 and 751 were operated until dieselization after World War II.



INDIANA RAILROAD

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	PREDECESSOR COMPANY	RETIRED	REMARKS
INTERURBAN PASSENGER CARS -- ONE MAN													
INDIANA, PURDUE	JEWETT	1920 21	Baldwin	none	none	52,000	34	58'-0"	9'-4"	12'-8"	UTC	36	Parlor
50-63	Am Car & Fdry	31	Commnwlth	4GE766b	W-HLF	"	38	46'-0"	8'-9"	11'-1½"	new	41	Coach-lounge cars, #55 rebuilt to all lounge with seats from 62, 63 which were in turn rebuilt to coach-baggage with #565 seats, all in 1941. #565 sold to Lehigh Valley Transit 1941; now at Seashore El. Ry. museum.
64-84	PULLMAN	"	"	"	"	"	40	"	"	"	"	"	Coach-baggage. #65 to Ced. Rap. & W. City By #120-1941. Now Ill. Elec. Ry. Museum #65.
90-99	CUMMINGS	30	CUMMINGS	4W516A3	W-K75f	42,500	50	47'-2"	8'-10½"	10'-8"	Northern Indiana	40	Coach-baggage formerly N. I. Ry. #350-359 acquired 1935.
301-306	Rebuilt A C & F	20	PECKHAM	none	none	54,000	40	51'-4"			IPS	39	Coach, #305 to Ferdinand R.R. #305. Trailers
323-326	ST. LOUIS	23	COMMNWLTH	4GE275	GE-K35	60,000	48				ISC	37	Coach baggage.
327	"	Ea 27	"	"	"	"	46				ISC	"	" "
INTERURBAN PASSENGER CARS -- TWO MAN													
375-377	ST. LOUIS	26	Baldwin	4W333W	W-HL	101,000	28	61'-6"	8'-9"	12'-8"	ISC	41	Rebuilt from coach-baggage to coach-Ry. Post Office 1935, Sold to South Shore Line in 1941. #375 to CSS #503, #376 to CSS #1100, #377 to #504.
400, 402-408	CINCINNATI	13	Baldwin or Standard	4W303	W-HL	85,600	45	61'-0"	8'-9"	12'-7"	UTC	36	Coach baggage.
INTERURBAN PASSENGER CARS - TWO MAN REBUILT TO ONE MAN													
427-441	ST. LOUIS	25	Std C-80-P	4W333W	W-HL	90,300	44	61'-6"	8'-9"	12'-8"	UTC	40	Coach-baggage. Rebuilt to one man in 1936.
442, 443 445	JEWETT	13	Baldwin	4W333	"	85,600	"	58'-7"	8'-11"	12'-6"	"	38	Coach-baggage 442, 445 rebuilt to one man 1936-37. 443 to 1150-1934
446-449	CINCINNATI	23	"	"	"	82,900	"	60'-0"	"	12'-10"	"	"	Coach-baggage, rebuilt to one man, 1936, 446 to wreck motor 1939
450-456	"	19	"	"	"	103,520	"	62'-0"			IPS	"	Coach-baggage, were IPS #150-152, 154-157 as 2-man cars
457, 458	ST. LOUIS	26	"	"	"	101,000	50	61'-6"	8'-9"	12'-8"	ISC	37	Coach-baggage rebuilt to one-man in 1937, were ISC #378, 379 when 2-man.
CITY PASSENGER CARS													
31-45	BRILL	18	Brill	2W506W10	2-K636r	16 000					THIBE	38	RICHMOND CARS, ex-THIBE #500-814
49-75	ST. LOUIS	22 23	Birney #7	2W508A	2-K63Br	16 000	32	28'-1"	7'-9"	10'-0"	UTC	32-36	MARION and ANDERSON Cars, most
76-79, 83	AMERICAN	22 24	St. Louis #1B	2GE258A	2-K10	"	34	27'-0"	8'-10"	"	"	"	" sold to Marion Railways
80-82	ST. LOUIS	22	Birney #7	"	"	"	"	27'-6"	9'-2"	"	"	"	"
84-89	"	21	"	2W508A	2-K63Br	"	"	28'-0"	8'-3"	9'-10"	"	"	"
200-205	KUHLMAN	27	Brill 177 LX	4W510E	2-W-HL	40,700	52	45'-6"			IPS	40	Originally IPS #261-266 in Louisville suburban service, Sold to Portland Ore #4001-4005.
207-212	CINCINNATI	13	Brill-27F	W 93	I-K10	34,000	48	47'-6"	9'-2"	11'-7"	UTC	37	Used last at ANDERSON.
460-489	AMERICAN	19	Brill-78 mI	2GE258C	2-K10						THIBE	36-40	TERRE HAUTE CARS.
490-524	"	20	Brill-79 eI	"	2-K63b						"	"	"
FREIGHT MOTOR CARS							CARY TONS						
700 702-704	INTERSTATE CARGO	24	Baldwin	4W303	I-L4	68,400	40	55'-8"	9'-1"	12'-6"	UTC	38	Box motor
701	CINCINNATI	04	"	4W85	"	60,000	30	53'-0"	9'-2"	13'-0"	"	36	" , ex-UTC #605
705	BRILL	05	Std. C-80-P	4W333	I-W-HL	75,100	15				THIBE	41	" , ex-THIBE #154
706	JEWETT	03	"	4W303	1GE K64	81,300	15	50'-1"	8'-7"	13'-4"	"	39	" , " #126
707, 708	CINCINNATI	07	"	"	1W HL	76,400	20	50'-8"	8'-8"	12'-8"	"	41	" " #121, 132 #707 had Baldwin trucks, GE254 motors.
709	JEWETT	03	"	4W333	"	73,900	15						Box motor, ex-THIBE #150
710	INDIANA R.R. Anderson shops	32	"	"	2W HL	87,600					new		" " used some salvage from UTC car #6644.
711		1920 22	Brill 27 MCB2	4GE205	1 K64	69,400	20				IPS	40	" " , ex-IPS 427
712-714	AM CAR & FDRY	24	712-Baldwin 713-714-ACF	4GE254	2W HL	84,600 103,400					"	41	Rebuilt from IPS-476-478 trail in 12 shop using motors from 150-class pegt control to 400s
716, 717 718	"	18 24	Baldwin A C F	4W333-B	2W HL	88,700	32	60'			"	41	Box motor, ex-IPS 432-434.
718	CINCINNATI	10	Std-C-80 P	4W303	2W HL	78 000	20				THIBE	38	" " , ex-THIBE #136, to car 773-38
719 721	NILES	07	Baldwin Brill	4GE205	1 GE K64	66,460	22				IPS	39	" " , ex IPS # 422, 425(?)
720	"	"	Baldwin	"	"	66,000	20				"	"	Stock Motor, ex IPS #424
722			"	"	2 "	"	"				"	"	Box motor, ex IPS #426
723	CINCINNATI	06	"	4W303	I-L4	68,400	30	52'-6"	8'-4"	12'-8"	UTC	38	" " , ex UTC #601
724	"	03	Std C80P	"	"	58,000	"			"	"	"	" " " #610
725	ST. LOUIS	00	Baldwin	"	"	"	"	56'-6"	9'-4"	12'-7"	"	"	" " " #612
726, 727	IND. SERV. CORP	30	"	4GE205B	2W HL	79,000	"	55'-0"	8'-10"	13'-10"	ISC	40	" " , ex ISC #845, 846
728	CINCINNATI	10	Curtis	" a	I-L4	80,200	"				"	38	" " , ex ISC #847
729	"	05	Baldwin	" b	"	74,700	"				"	39	" " , ex ISC #852
730	IND. SERV. CORP	24	"	"	2W HL	80,800	"				"	40	" " , ex ISC #853
731, 732	CINCINNATI	07	"	"	I-L4	74,700	"				"	38	" " , ex ISC #854, 855
733 734	CINCINNATI	10	CURTIS	4W303 4GE205B	I-L4	80,200	40				ISC	38 39	Box motor, ex-ISC #856, 857
735, 736	ST. LOUIS	17	Baldwin	4GE205B	1 W HL	75,000	30				"	38 40	" " ex-ISC #858, 859
737	Dayton & Western	27?	"	4W333W	2 W HL	83,700	30				D&W	41	" " ex-D&W #796
738	AM CAR & FDRY	23	A C & F	4GE254	1 W HL	82,200	40	62'-0"	8'-9"		IPS	41	" Rebuilt 1937 ex-IPS #61 passenger
750	"	20	Std C-80-P	4W303	2-W-HL 337	108,900	No	30'-2"			"	"	LOCOMOTIVE, ex IPS #605, rebuilt by 12 38, again 39, to Southern Indiana Ry. #750
751	Baldwin-Westinghouse	23	Baldwin	4W562	2-W-HL 337	100,000	No	33'-2"			"	"	LOCOMOTIVE, ex IPS #606 to Southern Indiana Ry.

CH-FJM

NOTE: This roster covers period 1934 et seq. For other cars used in period 1931-1934 and for additional notes on cars shown here, see rosters of underlying properties.

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS (CAPY)	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	PREDECESSOR COMPANY	YEAR RETIRED	REMARKS
FREIGHT MOTOR CARS, Continued.													
752	THI&E	20	Std C-80-P	4w333w	2-W-HL 337	86,500	No				THI&E	41	LOCOMOTIVE, ex THI&E #192 to Brewer & South'n #202, to Kans City Mex Wilw #202
753	"		"	"	"	90,000	No	35'-6"	9'-2"		"	"	" " #196, rebuilt 12 1935 to Brewer & South'n #200 to KCK V #200
754	Northern Indiana Power Co	19	"	"	"	80,000	"				NIPCo	39	LOCOMOTIVE, ex NIPCo #202 rebuilt 12 1936.
SERVICE CARS													
760	JEWETT	08	Baldwin	4ge205	2ge MHL	55,000		48'-3"	9'-1"	13'-1"	UTC	38	LINE CAR, ex-UTC #760
761	THI&E	13	Peckham	4ge73	1-K64 1-L4	50,000		38'-10	8'-8"	13'-1"	THI&E		" " ex-THI&E #177
762	St. Louis	02	"	"	2K35	"					"	40	" " " " #190
763	"	"	Baldwin	4w303	2K34d	65,000					"		" " " " #191
764 765 766	Ft. Wayne & No. Ind. Tr. Co.	10	"	4 GE 201 4ge216 4ge217	1-L4 2-K6 2-K34	57 000 60 000 60 000					ISC	38	" " ex ISC #823 826 827 #826, 827 may never have been renumbered.
767	Ind. Serv. Corp	'29	"	4w307	2-K6a	61,400					"	38	LINE CAR ex ISC #829
768, 769	STEPHENSON	'05	"	4ge205	2K34d	75000		55'-0"	9'-0"	13'-1"	UTC	38	" " ex UTC #768, 769
770	McGuire-Cummings	'13	St. Louis	4w93a	2-ceM	60,000						37	" " ex THI&E #181
771		'08	Baldwin	2ge205	1-K64			35'-11"			IPS	39	" " ex IPSCo #214
772		'26	"	4 "	2-WHL	65,600					"		" " ex IPSCo #217, in Columbus wreck 3-8-41
773	CINCINNATI	'10	Std C-80-P	4w303	2-WHL	90,000					THI&E	41	" " ex IR #718 rebuilt to Line car #773 in 1939.
775		Acq. '12	Baldwin 112	4GE57	1-WK14	60,000		39'-1"	9'-2"	13'-0"	UTC	34	WORK MOTOR ex UTC #775, to Western Ind. Gravel #102 (Cab on flat)
776	UTC of I	'23	Peckham 26	"	"	"		"	"	12'-7"	"	33	" " ex UTC #776
777		Acq. '10	Baldwin	4w85	1-L4	75000		41'-9"	8'-9"	12'-11"	UTC	38	WORK MOTOR (Cab on flat) ex UTC #777
778	UTC of I	18	"	4w303	"	"		35'-4"	8'-3"	13'-3"	"	39	" " ex UTC #778
779	"	08	"	4w85	"	60000			8'-3"		"	38	" " " 779
780	"	08	McGuire Cummings	4ge57	1-K14	50000					"	"	" " " 780
781-782 783 784-785	"	26 27 27	Baldwin	4ge205 4ge225 4ge258	1-L4	63 000		45'-0"	8'-0"	12'-5"	"	"	" " " 781-785
786 787	"	27 28	Std C80-P "	4w303	1-w-HL 337	104 000 "		"	8'-6"	13'-0"	"	41	WORK MOTORS, ex UTC 786, 787 rebuilt 39, 786 to St Louis Car Co #7, 787 to BBS 201 to KRY #201
788	THI&E	20	Peckham 36b	4ge73c	1-K34d	67,400		40'-0"	8'-7"	12'-5"	THI&E	38	WORK MOTOR, ex-THI&E #193
789	"	23	Baldwin	4w303	1-K64m	78 000		38'-10"	9'-1"	12'-0"	"	"	" " " " #195
790	IPSCo		"	4ge205	2-K34d	55,000					IPS	39	" " ex- PSCo of I #611
791		13	St. Louis	4ge57	K14	46,000					"		" " " #612
792-795	Ind. Serv. Corp	'25	Baldwin	(FOR DETAIL SEE				I. S. C. ROSTER)			ISC	38	" " ex-ISC #818-822
1150	JEWETT	'13	"	4w303	2-w HL	85,600		58'-7"	8'-11"	12'-6"	UTC	41	WRECK MOTOR, ex IR #443 ex UTC #443 Rebuilt 1934, name "ELWOOD"
1151	THI&E	'22	"	4w121a	1-K64m	65,000		48'-3"	8'-6"	13'-3"	THI&E	41	WRECK MOTOR, ex-THI&E #152
1152	JEWETT	'08	Std C-80-P	4ge205	1-K64	81,600		61'-2"			IPS	39	" " ex-IPSCo #149
1153	Ind Serv Corp	'26	Peckham	4	2-K6						ISC	"	" " ex-ISC #851
1154	"	'24	Baldwin	4ge214	2-K34						"	"	" " " #828
1160	Barney & Smith	03	Arch Bar	none	none	31,000					UTC		WRECK TRAIL, ex UTC #1150
1161	Stephenson	'01	Baldwin	"	"						ISC	35	" " ex ISC #82
1170	McGuire-Cummings	Acq. 28	"	2w 93	2-WK14	98,000		28'-3"	8'-11"	11'-2"	UTC	40	SNOW SWEEPER, ex UTC #1155
1171	"	'10	McG-C	2ge67	2-K10			"			THI&E	38	" " ex THI&E #591
1172	"	'07	"	2w38b	"			"	7'-2"	10'-9"	"	40	" " ex THI&E #184
1173	Lewis & Fowler	'98	"	"	"			25'-11"	6'-6"	10'-3"	"	"	" " ex-THI&E #189
1176-1177	THI&E	'00	Arch bar	none	none	28,000		19'-4"	9'-0"	12'-8"	"	38	SNOW PLOWS, ex THI&E #155, 199 resp.
1178			"	"	"						NIP	41	" " ex NIPCo #312
1182	BRILL	'18	Brill	2w506	2-K63b	10 000					THI&E	38	CITY WORK CAR ex IR #36 ex THI&E #805

Additional Equipment:
1185-Sand car, ex-UTC 645.
1186-Hoist car, ex-UTC 1167.
1187-Pile Driver, ex-UTC 1175.
1190-1192 Weed burner new 1936.
1193-Disc for cleaning weeds out of right-of-way, built new in 1939 from St. Louis #72 truck with 2-GE275 motors and K10 control.
The following were stored under original numbers and were occasionally used as work cars:
X2 Shovel from THI&E
139 City work from THI&E, Peckham truck, 2-W38 motors, k 11 control
158-Ex Interstate parlor-buffet car, stripped of interior fittings and used as a locomotive on the Cannonball freight for a while, had 4-GE254 motor, PC12 control.
197-ex THI&E city work car on Brill 21E truck, 2 W12 motor, 1 k10 control.
198-ex THI&E welding car on Standard 0-50 truck, 2 W101b motor, 2 k11 control.
223-ex Indianapolis & South Eastern R. R., purchased from storage in 1937.

FREIGHT TRAIL EQUIPMENT:

500, 503	Express	ex-IPS 527, 503
501	Express	ex-IPS 391
506-572	Box	ex-IPS 506-572
574-580	Box	ex-Cinc. & Lake Erie #3057-3064
581-586	Box	ex-Dayton & Western #706-713 var.
587	Box	ex-Cinc. & L. E. 809
642	Box	ex-THI&E 240
649-658	Box	ex-THI&E 1700-1709
659-698	Box	ex-UTC 659-698
812-821	Gondola	ex-IPS 721-730
908	Flat	ex-UTC 963
910-915	Flat	ex-THI&E 261-279
918, 919	Flat	ex-IPS 574, 575
950-972	Stock	ex-IPS 651-679 var.
980	Stock	ex-THI&E 402
1047-1054	Dump	ex-ISC 1047-1054
1060-1069	Coal	ex-Eastern Michigan Ry 7690-7699
1070-1081	Coal	ex-Cinc. & Lake Erie 745-756
1082-1093	Coal	ex-IPS 700-711

The following additional disposition notes apply to certain Indiana Railroad freight motor units:
710, 713, 715, 716, 717 and 738 were sold to American Aggregates Company and were dieselized.
713 was renumbered after a while by American Aggregates to 718.
714, 750 and 751 were sold by Southern Indiana Railway to Am. Agg.
717 was sold to Columbus (Indiana) Creosoting Co. and was used until 1946. This company also had bought old Interstate Public Service Co. cars #202 and 221.

GOSHEN-PERU:

The first board of directors of the Winona Interurban Railway is said to have convened its meetings with prayer and psalms. True or not, this legend is in keeping with the background of the line. To transport crowds to hear Billy Sunday and the other great evangelists of the day at the Winona Assembly at Winona Lake, the Winona and Warsaw Railway Company was incorporated on October 30, 1902. Altho electrified after a very short time, the first trains were pulled by a small steam locomotive.

In 1904 the Winona Assembly incorporated the Winona Interurban Railway to build both north and south from Warsaw. Construction was paid with a bond issue, while the stock was held by directors of the assembly, with all dividends to be paid into funds for the college at Winona Lake. Work started on the route north to Goshen and the first cars were run in June 1906. Progress southward began in May 1906 but was slow because of great difficulties encountered in grading over the soft ground around Mentone. Meantime, nine miles of the old Eel River Railroad (once part of the Wabash Railway main line) north out of Peru were leased and electrified, then extended northward. Electric operation between Peru and Chili began in May 1907 and was carried up to Akron in January 1908. The line south from Warsaw reached Mentone in March 1909 and finally, on February 4, 1910, the entire line was completed and thru cars began operation between Peru and Goshen.

Reflecting its religious control, the line oddly refused to operate on Sundays, the traditional day of maximum traffic on most railways of the time. Pressure applied by connecting lines came to no avail, but in 1908 a bondholders' suit brought by Electric Installations of Chicago alleged that this policy had caused the road to fail to meet interest payments. The directors now yielded and Sunday service began March 9, 1909.

From the first, Winona recognized its role as a "connecting link" between the interurbans of northern Indiana and those of the central part of the state. Thru service to Michigan City to connect with lake steamers for Chicago excursions was tried as early as 1907. A limited service between Michigan City and Peru was operating in November 1910. About the same time, a twice daily thru service was instituted in conjunction with the Union Traction Company of Indiana on the Goshen-Indianapolis run. For this service, Winona acquired the windsplitter-type car designed by Jewett Car Company for the Indianapolis New Castle & Toledo Electric Railway. At times efforts were made to develop South Bend-Indianapolis thru services, but light demand and difficulties over cost division discouraged such plans.

In the early 1920s the line was acquired by power and light interests allied with the Interstate Public Service Company and was reorganized as the Winona Service Company. An interesting light weight car of high-floor design was developed to replace the old heavies in passenger service. Altho this car cut operating costs and was probably good enough for the local business, it was slow and not too luxurious, but the line had already given up most of its long-haul business to the private automobile.

Instead, it now concentrated on freight traffic. A swap deal was worked out with Interstate, as a result of which a steel locomotive was acquired by Winona, while Interstate got one of the old Jewetts, which it promptly rebuilt into a deluxe parlor-buffet car. Interchange agreements were worked out by Winona with the several intersecting steam railroads for both overhead and terminating freight business, and this phase of its business soon had to carry almost all costs of operation. Even with its passenger cars now one-manned and service cut to three daily round trips, passenger operation became a millstone on Winona's neck.

In June 1934 the Northern Indiana Railway cut its interurban service, and while Indiana Railroad was yet operating thru Peru, Winona saw no hope of improvement and applied at once to pull off its passenger service. This it did in August, and soon it was operating only between New Paris and a point just north of Peru.

City operations of Winona were carried out in both Peru and in Warsaw, the former over the interurban's entrance route and the latter over the original Winona Lake line. The Peru line apparently ended service about 1930, while the Osgood Bradley-built birney cars clattered out to Winona Lake for the last time in 1938. The track in the center of U.S. highway #30 continued to plague motorists for a few more years as switching operations continued.

In 1934 the company organized a subsidiary, the Winona Refrigerator Car Company, which operated 39 second-hand refrigerator cars, mainly in the movement of eggs.

In 1937, faced with a deteriorated distribution system, antiquated substations and worn out motive power, Winona Railroad (depression days had severed the "Service Company" affiliation) de-electrified its line and substituted one of the early propane-butane locomotives. Others followed, always of the light industrial type.

Freight traffic gradually slipped away and the entire line south of Warsaw was soon abandoned. In 1949, in anticipation of ICC approval of a petition for final abandonment, the road sold its two remaining diesels, only to be embarassed by refusal of approval. However, a second request in 1952 was granted and the order was speedily complied with, bringing to a close the so-called "connecting link" in the chain of Indiana interurbans. This was the "weak link" which managed nevertheless to outlast its great and powerful interurban neighbors, another of those anomolies which dot the history of the electric railway.



Above: #42, an old Jackson & Sharp-built coach was replaced by heavier combination baggage-passenger cars and wound up on the Beech Grove Traction line at Indianapolis.







FREIGHT SERVICE

THE WINONA SERVICE COMPANY
now operates thru freight service in connection with
WABASH RAILWAY

Tickets are also sold and baggage checked thru to all Wabash Railway points. Pullman reservations may be secured by applying to any of our Agents.

THE WINONA SERVICE COMPANY operating between Goshen, Indiana, and Peru, Indiana, connect the DETROIT-CHICAGO Division and the DETROIT-ST. LOUIS Division of the WABASH RAILWAY from the Peru Terminal to New Paris Junction.

INDIANA SERVICE CORPORATION
in connection with
The Winona Service Co., and Chicago, South Bend & Nor. Ind. Ry. operates DAILY THRU FREIGHT service between
FORT WAYNE and SOUTH BEND

Two of the sheep-nosed cars Jewett designed in 1910 for the Indianapolis-New Castle line were bought directly from the builder by Winona, and became its #57 WINONA and #58, WARSAW. Station-shed scene with car 58 was taken at Goshen.



VZ



BN

PROPOSAL OF
THE JEWETT CAR COMPANY

Newark, O., March 25, 1910.

To Winona Interurban Railway Company, Winona Lake, Indiana.
(Hereinafter called the purchaser.)

Gentlemen:

THE JEWETT CAR COMPANY (hereinafter called the company) proposes to furnish you Car Bodies constructed in best workmanlike manner, f. o. b. cars, Winona Lake, Indiana, as follows:

5 Comb. Baggage, Smoker & Passenger Car Bodies, as per plans and specifications #231-G ..... @ $4937.75 each;

6 - 15-bench Open Car Bodies, as per plans and specifications #168 ..... @ $1325.00 each;

1 - 60 ft. Express Car Body, as per plans and specifications to follow ..... @ $2180.00.

all of which is to be in accordance with the above mentioned plans and specifications attached hereto and made part hereof and on the terms and conditions as set forth hereinb.

DELIVERY: Shipment to commence four months after date of receipt of signed contract. (See letter April 12, 1910 covering dates of delivery).

TERMS OF PAYMENT: 75-1/3% cash 30 days after Car Bodies are ready for shipment-balance of 66-2/3% payable by collateral notes of the Winona Interurban Railway Company, bearing rate of 6% per annum; said notes to be dated the day Car Bodies are ready for shipment; said notes to be for ninety days with privilege of renewing same three times, each renewal for ninety days and to have as collateral thereto First Mortgage Gold Bonds of the Winona Interurban Railway Company at 95% of the par value for like amount.

TITLE AND OWNERSHIP--The title, ownership, and right of possession of the property called for and furnished under the terms of this contract, shall remain in the Company until full and final payment for same has been made by the above purchaser, free of default in any of said payments, and full and final payment for each thereto shall have been made before any action shall be taken by the purchaser to remove the property, and when such payment shall be made the Company agrees to put a bill of sale for the property called for and furnished under this contract into the hands of the purchaser for delivery to the purchaser, and upon the execution of the proper papers for the removal of said property, the Company shall be relieved from all liability to any further control over the property called for and furnished under this contract, and the purchaser shall be liable to and shall pay any and all taxes and assessments levied against the property called for and furnished under this contract from the time the property is delivered to the purchaser, or his authorized representative, as above provided for.

RISK OF LOSS--The Company shall not be liable for any loss, damage or delay caused by fire, strikes or labor troubles, or any other cause beyond its control, and in case of any such loss, damage or delay, the purchaser shall not be relieved thereby from the performance of any of the terms of this contract. All property called for and furnished under this contract shall be at the risk of the purchaser from the time the property is delivered to the purchaser, or his authorized representative, as above provided for.

INSPECTION--The purchaser, or his authorized representative, as above provided for, shall have the right to inspect the property called for and furnished under this contract at any time during the construction thereof, and shall be entitled to a final inspection of the property before the same is delivered to the purchaser, or his authorized representative, as above provided for, and the purchaser shall not be compelled to receive any property called for and furnished under this contract which is not in accordance with the terms of this contract, and the purchaser shall have the right to reject

CEK

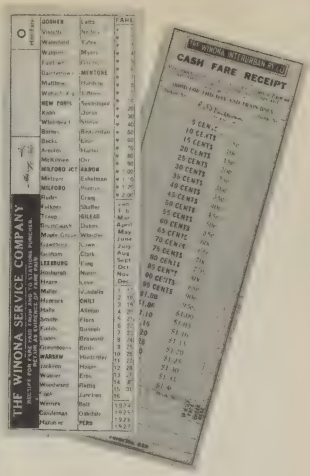
Thru operation of Winona trains into Indianapolis via Union Traction is demonstrated in the upper photo, taken at Indianapolis in 1921. Insert right shows one of the 50s in use as a trailer in early 1920s. Below, #65 (ex-58) relegated to standby duty as snowplow, at Warsaw, 1932.



GK







GK



2855-1







RVM

Late in 1924, Winona acquired the three 48,000 pounders shown on this page. They carried road numbers 60-62. Equipment included 4-GE 275 (65 hp) motors and K35 controls.

While producing a smooth, light weight, low cost design, Cincinnati Car Company, their builder, managed to retain the appearance of a big, heavy interurban. The cars were easily converted to one-man operation, however, by installing folding passenger doors and front end type fittings at the original rear end, as shown in the lower three photos, all taken in middle 1930s at the Warsaw shops. Top two views are of car #60.

EF





City operations were carried on by Winona in both Warsaw and Peru. The Warsaw operation survived into the Birney car stage, in fact, in outlived the interurban passenger service.



CVH



ALL CVH



Entrance, Winona Lake, Ind.









EPB

Scene above is at Peru; others are at Warsaw, or at Winona Lake. Single-trucker is #2; closed double-trucker at left is #4.

TIME TABLE No. 39

EFFECTIVE JAN. 17, 1926

THE WINONA SERVICE COMPANY

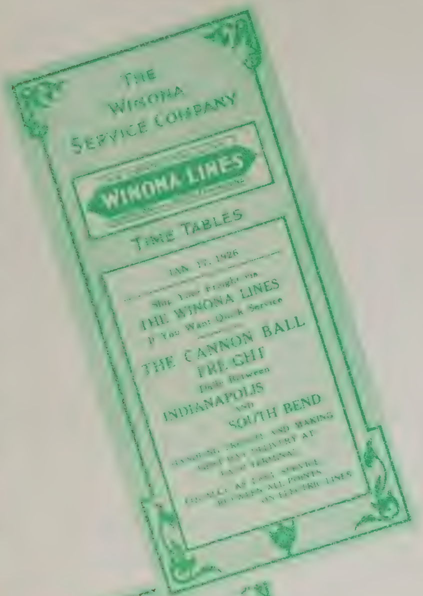
PASSENGER TRAIN SCHEDULE

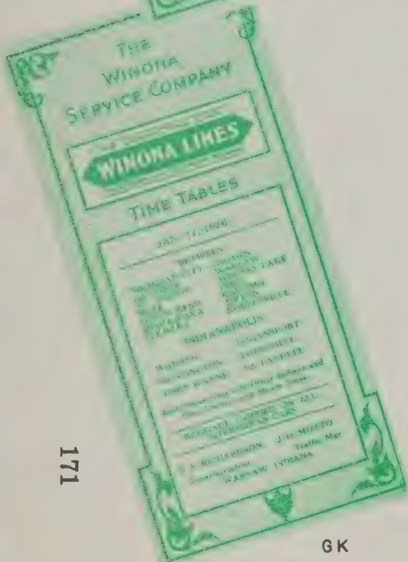
SUBJECT TO CHANGE WITHOUT NOTICE

EFFECTIVE SUNDAY, JANUARY 17, 1926

TIME TABLE No. 39

EFFECTIVE JAN. 17, 1926





CONNECTIONS AT TERMINALS ARE NOT GUARANTEED
PASSENGER SHOULD NOTIFY CONDUCTOR WHEN HE WISHES TO MAKE CONTINUOUS TRIP BEYOND GOSHEN AND PERU.

Baggage Checked Through to Destination via The Winona

SOUTH BOUND — READ DOWN

CHICAGO SOUTH SHORE & SOUTH BEND RAILWAY — CHICAGO TO SOUTH BEND

P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Miles	STATIONS
8 00	6 00	4 00	......	2 00	......	12 00	......	10 00	......	8 00	......	5 45	......	......	......	......	......	......	0	Lve. CHICAGO RANDOLPH ST. Arr.
8 28	6 28	4 28	......	2 28	......	12 28	......	10 28	......	8 28	......	6 35	......	......	......	......	......	......	15	KENSINGTON
9 55	7 55	5 55	......	3 55	......	1 55	......	11 55	......	9 55	......	7 55	......	......	......	......	......	......	53	MICHIGAN CITY
10 50	8 50	6 50	......	4 50	......	2 50	......	12 50	......	10 50	......	8 50	......	......	......	......	......	......	90	Arr. SOUTH BEND Lve.

CHICAGO, SOUTH BEND & NORTHERN INDIANA RAILWAY COMPANY — MICHIGAN CITY TO SOUTH BEND

																			Miles	STATIONS
9 15	7 15	5 20	4 00	3 20	2 00	1 20	12 00	11 20	10 00	9 20	8 00	7 20	5 50	......	......	......	......	......	0	Lve. MICHIGAN CITY Arr.
9 50	7 50	5 47	4 38	3 47	2 38	1 47	12 38	11 47	10 38	9 47	8 38	7 47	6 40	......	......	......	......	......	14	LA PORTE
10 45	8 45	6 40	5 40	4 40	3 40	2 40	1 40	12 40	11 40	10 40	9 40	8 40	7 40	......	......	......	......	......	41	Arr. SOUTH BEND Lve.

CHICAGO, SOUTH BEND & NORTHERN INDIANA RAILWAY CO. AND SOUTHERN MICHIGAN RAILWAY CO. — ST. JOSEPH TO GOSHEN

																			Miles	STATIONS
9 00	7 00	5 15	......	3 00	......	1 00	......	11 00	......	9 00	......	7 15	5 45	......	......	......	......	......	0	Lve. ST. JOSEPH Arr.
10 00	8 00	6 13	5 00	4 00	3 00	2 00	1 00	12 00	11 00	10 00	......	8 15	6 55	5 42	......	......	......	......	25	NILES
10 30	8 30	6 41	5 30	4 30	3 30	2 30	1 30	12 30	11 30	10 30	......	8 45	7 30	6 15	......	......	......	......	35	Arr. SOUTH BEND Lve.
11 00	9 00	7 00	6 00	5 10	4 00	3 00	2 00	1 00	12 00	11 00	10 00	9 00	8 00	7 00	6 00	5 00	......	......	0	Lve. SOUTH BEND Arr.
11 19	9 19	7 19	6 19	5 29	4 19	3 19	2 19	1 19	12 19	11 19	10 19	9 19	8 19	7 19	6 19	5 19	......	......	5	MISHAWAKA
11 45	9 45	7 45	6 45	5 55	4 45	3 45	2 45	1 45	12 45	11 45	10 45	9 45	8 45	7 45	6 45	5 45	......	......	16	ELKHART
12 15	10 15	8 15	7 15	6 25	5 15	4 15	3 15	2 15	1 15	12 15	11 15	10 15	9 15	8 15	7 15	6 15	......	......	26	Arr. GOSHEN Lve.

THE WINONA SERVICE COMPANY—"THE CONNECTING LINK" — GOSHEN TO PERU

P.M.	20 P.M.	18 P.M.	P.M.	16 P.M.	P.M.	14 P.M.	P.M.	12 P.M.	P.M.	10 P.M.	P.M.	8 A.M.	A.M.	6 A.M.	A.M.	4 X A.M.	2X A.M.	A.M.	Miles	STATIONS
......	10 30	8 30	......	6 30	......	4 30	......	2 30	......	12 15	......	10 30	......	8 30	......	6 15	......	......	0	Lve. GOSHEN Arr.
......	10 45	8 45	......	6 46	......	4 46	......	2 46	......	12 29	......	10 46	......	8 46	......	6 29	......	......	6	NEW PARIS
......	10 54	8 54	......	6 56	......	4 56	......	2 56	......	12 39	......	10 56	......	8 56	......	6 39	......	......	11	MILFORD JCT
......	10 58	8 58	......	7 00	......	5 00	......	3 00	......	12 43	......	11 00	......	9 00	......	6 43	......	......	12	MILFORD
......	11 08	9 08	......	7 11	......	5 11	......	3 10	......	12 54	......	11 11	......	9 10	......	6 54	......	......	18	LEESBURG
......	11 25	9 25	......	7 25	......	5 25	......	3 25	......	1 09	......	11 25	......	9 25	......	7 09	......	......	25	Arr. WARSAW Lve.
......	......	......	......	7 30	......	5 30	......	3 30	......	1 14	......	11 30	......	9 30	......	7 14	5 30	......	25	Lve. WARSAW Arr.
......	......	......	......	7 50	......	5 50	......	3 50	......	1 33	......	11 50	......	9 50	......	7 33	5 50	......	36	MENTONE
......	......	......	......	8 08	......	6 08	......	4 08	......	1 51	......	12 08	......	10 08	......	7 51	6 08	......	45	AKRON
......	......	......	......	8 18	......	6 18	......	4 18	......	2 01	......	12 18	......	10 18	......	8 01	6 18	......	50	GILEAD
......	......	......	......	8 31	......	6 31	......	4 31	......	2 14	......	12 31	......	10 31	......	8 14	6 31	......	58	CHILI
......	......	......	......	8 55	......	6 55	......	4 55	......	2 40	......	12 55	......	10 55	......	8 40	6 55	......	68	Arr. PERU (Station) Lve.

Trains marked X run daily except Sunday. On Sunday Train No. 3 will run from Warsaw to Goshen only and Train No. 4 from Warsaw to Peru only.

NORTH BOUND — READ UP

CHICAGO SOUTH SHORE & SOUTH BEND RAILWAY — SOUTH BEND TO CHICAGO

STATIONS	Miles	A.M.	A.M.	A.M.	A.M	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M	P.M.	P.M	P.M.	P.M.	P.M.	P.M.
Lve. CHICAGO RANDOLPH ST. Arr.	90	......	9 50	......	11 50	......	1 50	......	3 50	......	5 55	7 50	7 50	......	9 50	......	11 50	2 05	......	......
KENSINGTON	75	......	9 15	......	11 15	......	1 15	......	3 15	......	5 15	7 15	7 15	......	9 15	......	11 15	1 15	......	......
MICHIGAN CITY	34	......	7 55	......	9 55	......	11 55	......	1 55	......	3 55	5 35	5 55	......	7 55	......	9 55	11 55	......	......
Arr. SOUTH BEND Lve.	0	......	7 00	......	9 00	......	11 00	......	1 00	......	3 00	4 05	5 00	......	7 00	......	9 00	11 00	......	......

CHICAGO, SOUTH BEND & NORTHERN INDIANA RAILWAY COMPANY — SOUTH BEND TO MICHIGAN CITY

STATIONS	Miles																			
Lve. MICHIGAN CITY Arr.	211	7 10	8 35	9 50	10 35	11 50	12 35	1 50	2 35	3 50	4 35	5 50	6 45	7 50	8 45	......	10 45	12 30	......	......
LA PORTE	197	6 30	8 05	9 12	10 05	11 12	12 05	1 12	2 05	3 12	4 05	5 12	6 05	7 12	8 10	......	10 10	11 55	......	......
Arr. SOUTH BEND Lve.	170	5 30	7 15	8 05	9 15	10 05	11 15	12 05	1 15	2 05	3 15	4 05	5 15	6 05	7 15	......	9 15	11 50	......	......

CHICAGO, SOUTH BEND & NORTHERN INDIANA RAILWAY CO. AND SOUTHERN MICHIGAN RAILWAY CO. — GOSHEN TO ST. JOSEPH

STATIONS	Miles																			
Lve. ST. JOSEPH Arr.	205	7 10	8 30	......	10 30	......	12 30	......	2 30	......	4 30	......	6 30	......	8 30	......	10 30	......	......	......
NILES	180	6 15	7 30	......	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	......	9 30	11 28	......	......
Arr. SOUTH BEND Lve.	0	5 45	7 00	......	9 00	10 00	11 00	12 01	1 00	2 00	3 00	4 00	5 00	6 00	7 00	......	9 00	11 00	......	......
Lve. SOUTH BEND Arr.	170	......	6 38	7 50	8 38	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 55	6 50	7 50	8 50	9 50	11 50	......
MISHAWAKA	165	......	6 19	7 32	8 19	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 35	6 32	7 32	8 32	9 32	11 32	......
ELKHART	154	......	5 50	7 05	7 50	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	11 05	......
Arr. GOSHEN Lve.	144	......	5 20	6 20	7 20	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	10 35	......

THE WINONA SERVICE COMPANY—"THE CONNECTING LINK" — PERU TO GOSHEN

STATIONS	Miles	A.M	A.M.	1 X A.M.	A.M.	3X A.M.	A.M.	5 A.M.	A.M	7 P.M.	P.M.	9 P.M.	P M.	11 P.M.	P.M.	13 P.M.	P.M.	15 P.M.	17 P.M.	P.M.
Lve. GOSHEN Arr.	144	......	......	6 05	......	8 20	......	10 20	......	12 05	......	2 20	......	4 20	......	6 05	......	8 20	10 25	......
NEW PARIS	138	......	......	5 48	......	8 03	......	10 06	......	11 47	......	2 03	......	4 03	......	5 47	......	8 06	10 08	......
MILFORD JCT	133	......	......	5 39	......	7 55	......	9 57	......	11 37	......	1 54	......	57	......	5 37	......	7 57	9 58	......
MILFORD	132	......	......	5 35	......	7 50	......	9 54	......	11 33	......	1 50	......	3 54	......	5 33	......	7 54	9 55	......
LEESBURG	126	......	......	5 25	......	7 40	......	9 43	......	11 22	......	1 40	......	3 43	......	5 22	......	7 43	9 45	......
Arr. WARSAW Lve.	119	......	......	5 10	......	7 25	......	9 28	......	11 07	......	1 25	......	3 28	......	5 07	......	7 28	9 30	......
Lve. WARSAW Arr.	119	......	......	......	......	7 20	......	9 25	......	11 04	......	1 20	......	3 25	......	5 04	......	7 25	9 25	......
MENTONE	108	......	......	......	......	7 02	......	9 05	......	10 46	......	1 02	......	3 05	......	4 45	......	7 05	9 05	......
AKRON	99	......	......	......	......	6 46	......	8 49	......	10 31	......	12 46	......	2 49	......	4 31	......	6 48	8 48	......
GILEAD	94	......	......	......	......	6 36	......	8 39	......	10 21	......	12 36	......	2 39	......	4 21	......	6 37	8 37	......
CHILI	86	......	......	......	......	6 22	......	8 24	......	10 05	......	12 22	......	2 24	......	4 05	......	6 22	8 22	......
Arr. PERU (Station) Lve.	76	......	......	......	......	6 00	......	8 00	......	9 40	......	12 00	......	2 00	......	3 40	......	6 00	8 00	......

Inquire of Local Agents for Sleeper and Parlor Car Reservations—Indianapolis to Louisville via Interstate Public Service Company

UNION TRACTION COMPANY OF INDIANA — PERU TO INDIANAPOLIS

																			Miles	STATIONS
									LIM.							LIM.	LIM.			
......	......	......	......	9 00	......	7 00	......	5 00	2 45	......	1 00	......	11 00	......	......	8 45	7 00	......	68	Lve. PERU Arr.
......	......	......	......	9 45	......	7 40	......	5 45	3 25	......	1 45	......	11 45	......	......	9 25	7 45	......	88	KOKOMO
......	......	......	......	10 25	......	8 15	......	6 25	4 00	......	2 25	......	12 25	......	......	10 00	8 25	......	108	TIPTON
......	......	......	......	11 00	......	8 40	......	7 00	4 25	......	2 55	......	12 55	......	......	10 25	8 55	......	120	NOBLESVILLE
......	......	......	......	11 55	......	9 35	......	8 00	5 20	......	3 55	......	2 00	......	......	11 20	10 00	......	144	Arr. INDIANAPOLIS Lve.

UNION TRACTION COMPANY OF INDIANA — INDIANAPOLIS TO PERU

STATIONS	Miles																			
										LIM.						LIM.				LIM.
Lve. PERU Arr.	76	......	......	......	......	......	......	7 55	......	9 30	......	11 55	......	1 55	......	3 30	......	5 55	7 55	9 45
KOKOMO	56	......	......	......	......	......	......	7 15	......	8 55	......	11 15	......	1 15	......	2 56	......	5 15	7 15	9 05
TIPTON	41	......	......	......	......	......	......	6 35	......	8 25	......	10 35	......	12 35	......	2 25	......	4 35	6 35	8 32
NOBLESVILLE	24	......	......	......	......	......	......	5 58	......	7 57	......	10 00	......	12 00	......	1 57	......	4 00	6 00	8 00
Arr. INDIANAPOLIS Lve.	0	......	......	......	......	......	......	5 00	......	7 00	......	9 00	......	11 00	......	1 00	......	3 00	5 00	7 00

INTERSTATE PUBLIC SERVICE CO. INDIANAPOLIS TO LOUISVILLE

																			Miles	STATIONS
					SL.				LIM.		LIM.		LIM.		LIM.	PAR.				
......	......	......	......	......	11 30	......	......	9 10	7 00	6 00	5 00	4 00	3 00	2 00	1 00	11 00	10 00	......	0	Lve. INDIANAPOLIS Arr.
......	......	......	......	......	1 21	......	......	10 43	8 29	7 55	6 31	5 55	4 31	3 55	2 31	12 31	11 55	......	43	COLUMBUS
......	......	......	......	......	1 55	......	......	11 15	9 00	......	7 05	5 35	5 05	4 30	3 05	1 05	......	......	62	SEYMOUR
......	......	......	......	......	7 05	......	......	......	10 35	......	8 45	7 47	6 45	......	4 45	2 45	......	......	117	LOUISVILLE

INTERSTATE PUBLIC SERVICE CO. LOUISVILLE TO INDIANAPOLIS

STATIONS	Miles																			
															LIM.				LIM.	LIM.
Lve. INDIANAPOLIS Arr.	117	......	......	......	......	......	......	......	......	......	7 45	8 45	......	10 15	......	11 30	......	2 35	3 30	5 30
COLUMBUS	74	......	......	......	......	......	......	......	......	......	5 50	6 50	......	8 40	......	9 55	......	12 40	1 55	3 55
SEYMOUR	55	......	......	......	......	......	......	......	......	......	......	6 15	......	8 00	......	9 25	......	12 00	1 25	3 25
LOUISVILLE	0	......	......	......	......	......	......	......	......	......	......	......	......	......	......	7 45	......	......	11 45	1 45

INDIANA SERVICE CORPORATION — PERU TO FORT WAYNE

																			Miles	STATIONS
				LIM.						LIM.					LIM.					
......	......	......	......	9 30	8 05	......	6 00	4 41	......	3 30	2 00	......	12 00	10 30	9 30	8 05	......	......	0	Lve. PERU Arr.
......	......	......	......	9 54	8 32	......	6 28	5 09	......	3 53	2 30	......	12 26	10 57	9 53	8 35	......	......	14	WABASH
......	......	......	......	10 26	9 09	......	7 05	5 46	......	4 25	3 08	......	1 10	11 35	10 26	9 10	......	......	33	HUNTINGTON
......	......	......	......	11 10	10 05	......	7 55	6 50	......	5 10	4 00	......	2 10	12 35	11 10	10 05	......	......	59	Arr. FORT WAYNE Lve.

INDIANA SERVICE CORPORATION — FORT WAYNE TO PERU

STATIONS	Miles																			
									LIM.						LIM.			LIM.		
Lve. PERU Arr.	59	......	......	......	......	......	......	6 30	8 45	8 40	......	10 55	......	12 52	2 00	2 40	......	4 52	7 00	8 07	10 20
WABASH	45	......	......	......	......	......	......	5 59	8 15	8 15	......	10 26	......	12 25	1 34	2 15	......	4 26	6 34	7 40	9 53
HUNTINGTON	26	......	......	......	......	......	......	5 19	7 29	7 43	......	9 49	......	11 50	12 57	1 43	......	3 49	6 03	7 04	9 19
Arr. FORT WAYNE Lve.	0	......	......	......	......	......	......	......	6 30	7 00	......	9 00	......	11 00	12 00	1 00	......	3 00	5 20	6 00	8 30

INDIANA SERVICE CORPORATION — PERU TO LA FAYETTE

																			Miles	STATIONS
......	......	......	10 20	8 07	7 00	......	4 52	......	2 45	......	12 52	......	10 55	......	8 45	......	6 30		0	Lve. PERU Arr.
......	......	......	10 55	8 45	7 40	......	5 28	......	3 25	......	1 31	......	11 37	......	9 26	......	7 14		17	LOGANSPORT
......	......	......	12 05	......	9 05	......	6 50	......	4 50	......	2 50	......	1 00	......	10 45	......	8 45		55	Arr. LA FAYETTE Lve.

INDIANA SERVICE CORPORATION — LA FAYETTE TO PERU

STATIONS	Miles																			
Lve. PERU Arr.	55	......	......	......	......	6 00	......	8 05	......	9 15	......	12 00	......	2 00	......	......	4 41	6 00	8 05	9 20
LOGANSPORT	38	......	......	......	......	5 20	......	7 25	......	8 39	......	11 14	......	1 18	......	......	4 00	5 18	7 25	8 41
Arr. LA FAYETTE Lve.	0	......	......	......	......	......	......	6 00	......	7 25	......	9 50	......	12 00	......	......	2 35	4 00	6 00	7 25

TERRE HAUTE-INDIANAPOLIS AND EASTERN TRACTION CO. — INDIANAPOLIS TO TERRE HAUTE

																			Miles	STATIONS
													LIM.		LIM.		LIM.	LIM.		
......	......	......	......	......	......	......	......	8 15	......	6 25	5 15	4 10	3 30	2 10	1 15	......	11 15	9 30	0	Lve. INDIANAPOLIS Arv.
......	......	......	......	......	......	......	......	9 35	......	7 49	6 38	5 42	4 37	3 41	2 38	......	12 38	10 37	40	GREEN CASTLE
......	......	......	......	......	......	......	......	10 40	......	8 50	7 45	7 10	5 35	5 10	3 45	......	1 46	11 35	72	Arr. TERRE HAUTE Lve.

TERRE HAUTE-INDIANAPOLIS AND EASTERN TRACTION CO. — TERRE HAUTE TO INDIANAPOLS

STATIONS	Miles																			
													LIM.	LIM		LIM.		LIM.	LIM.	LIM.
Lve. INDIANAPOLIS Arv.	72	......	......	......	......	......	......	......	......	......	......	8 50	9 43	10 15	11 42	12 35	......	2 40	4 43	6 35
GREEN CASTLE	32	......	......	......	......	......	......	......	......	......	......	7 22	8 10	9 12	10 10	11 32	......	1 20	3 20	5 32
Arr. TERRE HAUTE Lve.	0	......	......	......	......	......	......	......	......	......	......	6 00	7 00	8 10	8 40	10 30	......	12 10	2 10	4 30

INDIANAPOLIS TO RICHMOND

																			STATIONS
......	......	......	......	......	......	......	......	......	7 00	5 15	......	......	3 20	......	1 30	11 20	9 20	7 30	Lve. INDIANAPOLIS Arr.
......	......	......	......	......	......	......	......	......	9 25	7 55	......	......	5 55	......	3 55	1 55	11 55	9 55	RICHMOND
......	......	......	......	......	......	......	......	......	10 55	9 35	......	......	7 35	......	5 25	3 35	1 35	11 25	Arr. DAYTON Lve.

RICHMOND TO INDIANAPOLIS

STATIONS																			
Lve. INDIANAPOLIS Arr.	......	......	......	......	......	......	......	......	......	......	......	10 15	......	11 55	......	2 15	......	3 55	6 15
RICHMOND	......	......	......	......	......	......	......	......	......	......	......	7 40	......	9 30	......	11 40	......	1 30	3 40
Arr. DAYTON Lve.	......	......	......	......	......	......	......	......	......	......	......	6 00	......	8 00	......	10 00	......	12 00	2 00

READ DOWN

SL.—Indicates Sleeper.
PAR.—indicates Parlor car
LIM.—indicates Limited car

First car leaves WARSAW 6:00 A.M., and every 30 minutes until 10:30 P. M., except at 11:00 P. M. Saturdays.
First car leaves WINONA LAKE 6:15 A. M. and every 30 minutes until 10:15 P. M. except at 10:45 P. M. Saturdays

READ UP

SL.—Indicates Sleeper.
PAR—indicates Parlor car
LIM—indicates Limited car

THE WINONA SERVICE COMPANY—THE CONNECTING LINK BETWEEN NORTHERN AND SOUTHERN INDIANA ELECTRIC LINES

THE WINONA RAILROAD CO.

TIME TABLE NUMBER 40

EFFECTIVE SUNDAY, FEB. 12, 1928, AT 2:00 A. M.

Superseding Time Table No. 39

The Company reserves the right to vary therefrom as circumstances may require.

WINONA LINES

This Time Table for the government and information of Employes only.

SOUTH BOUND — FIRST CLASS

| Freight | | |

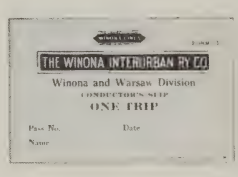






"Whatsit" at top was line car #29. Below it (and headon to the right) shows box motor #30, thought to have been a 50-class passenger car. Below is #32 as built by Jewett, and under it, the same car as rebuilt and steel-plated. The remaining two box motors are #33 and #34, while the locomotive is ex-IPS #607.









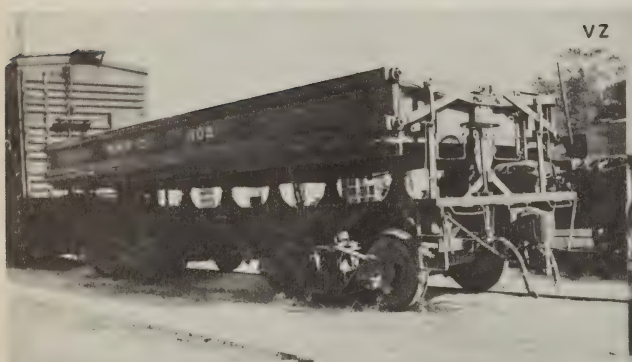




Left: Truss bridge over Pennsylvania R. R. at Warsaw.
Right: Propane locomotives #499 (upper) and #707 (lower) which took over from Winona's electrics during late 1930s.















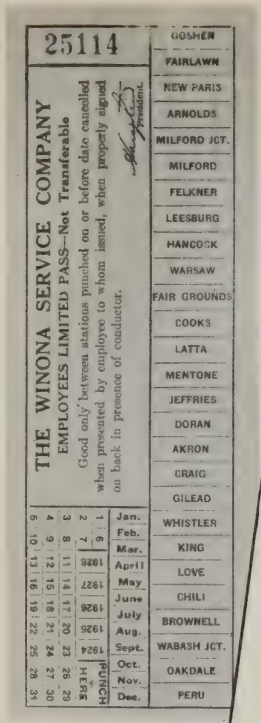
Lower half of page shows some of Winona's freight trail equipment: dump car #402; interurban interchange box #40 and railroad interchange refrigerator #810. Upper shop seen is original layout at Winona Lake; lower view is at newer Warsaw barn.

WINONA RAILROAD

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF		DATE DISPOSED OF	REMARKS Roster data by J. Buckley
CITY CARS													
1-4	McGuire Cummings	'06	Peckham	2-									Single truck, deck roof, gone by '16
5-6	"	'07	McGuire Cummings	2W68C				28'-0"					" " " " " "
4 & 2 other	Co. rebuilt	'18		4W101									Rebuilt from 13 bench open trailers
9-14	Jewett	'10	Taylor MCB	trail			60	40'-2"	9'-0"	11'-6"			3 sold 1911 to Ind. Union Traction
15-17	Cincinnati	'03	Peckham	"			65	39'-8"					13 bench open, double truck
18-20	"	'03	" 14B2	4W68C			65	39'-8"					" " " " "
21-24	Osgood Bradley	'21	Brill 79E	2-		17500	32	27'-10	8'-10"	10'-10			Single truck Birney, 2nd hand from Detroit, '24.
INTERURBAN CARS, PASSENGER (all comb. pass. & baggage except 40-42)													
40	Jackson&Sharp	'06?	Baldwin	4W68C								'19	Purchased 2nd Hand.
41-42	" "		Peckham	4								'11	Sold to Beech Grove Tr (201-202)
50-53	Jewett	'06	Bald. MCB	4			54	57'-8"	9'-4"	13'-0"			
54-55	"	'10	" "	4			54	"	"	"		'25	55 made trailer 1917 54-55 sold to IPS 1925.
56	"	'10	" "	4			54	"	"	"			
57-58	"	'10	" "	4GE205	L-4	81000	54	63'-6"	9'-3"	13'-4"			Renumbered 64-65
60-62	Cincinnati	'24	Cin. "	4GE275A	K35	50000	42	49'-9"	9'-1"	12'-5"			Made one man about 1929
64-65	Jewett	'10	Bald. "	4GE205	L-4	81000	54	63'-6"	9'-3"	13'-4"			Ex 57 & 58
INTERURBAN CARS, FREIGHT AND MISCELLANEOUS													
26	Win. Int.	'17	Bald. MCB	4-				50'-0"					Work, rebuilt from No. 31.
27	" "	'10	"	4-				40'-0"					" , center cab flat.
28	" "	'10	Peckham	4-W 101B2									Line Car
29	" RR		Bald. MCB	4-									" "
30	" Int.	'07	" "	4-				60'-0"					Express
31	" "	'07	" "	4-				60'-0"					" , rebuilt '17 to No. 26
32	Jewett	'10	" "	4W303				50'-0"					"
33	Interstate Car Co.	'17	" "	4-				60'-0"					"
34	Win. Int.	'17	" "	4-				60'-0"					" , trucks & motors from No. 55.
36			Taylor	trail									"
37			MCB	"									"
38-39	Win. Int.	'17		"									"
40	" "	'17											Rebuilt from stock car 300 or 301
42-45													Stock
100-109			MCB	trail									Flat
200-202			MCB	"									Express, 202 rebuilt to Gondola
300-301			"	"									Stock, one rebuilt to No. 40, '17.
401-406				"									14 yard Dump.
401-403				"									Box, center door.
404-409				"									Box, side door.
440	General Elec.	'45				88000		33'-5"	9'-6"	13'-2"			Diesel loco, sold 1951
441	" "	'45				88000		33'-5"	9'-6"	13'-2"			Sold 1951 to New Haven " " Trap Rock RR, NH, Conn.
499	Plymouth	'39											Ford Cy., Pa. Gas loco sold to Pitts Plate Glass 1939
607	Int. Pub. S.	'26		4W303A	C6K	80000		35'-0"	13'-2"				Purch from IPS (607) Made Plow #601
701	Plymouth	'38											Gas loco, sold before 1952
707	"	'38											Propane loco, only piece of motive
													power left when line abandoned 1952







25114

THE WINONA SERVICE COMPANY

EMPLOYEES LIMITED PASS—Not Transferable

Good only between stations punched on or before date cancelled when presented by employee to whom issued, when properly signed on back in presence of conductor.

President.

GOSHEN
FAIRLAWN
NEW PARIS
ARNOLDS
MILFORD JCT.
MILFORD
FELKNER
LEESBURG
HANCOCK
WARSAW
FAIR GROUNDS
COOKS
LATTA
MENTONE
JEFFRIES
DORAN
AKRON
CRAIG
GILEAD
WHISTLER
KING
LOVE
CHILI
BROWNELL
WABASH JCT.
OAKDALE
PERU

PUNCH

	1	2	3	4	5
Jan.	6	7	8	9	10
Feb.	11	12	13	14	15
Mar.	16	17	18	19	20
April	21	22	23	24	25
May	26	27	28	29	30
June	31				
July					
Aug.					
Sept.					
Oct.					
Nov.					
Dec.					

1926 1927 1926 1926 1924

EPB

ALPHABETICAL LIST OF STATIONS

STATION		STATION		STATION	
Akron	Indiana	Mentone	Indiana	Oakdale	Indiana
Chili	Indiana	Milford	Indiana	Peru	Indiana
Gilead	Indiana	Milford Junction	Indiana	Warsaw	Indiana
Goshen	Indiana	New Paris	Indiana	Winona Lake	Indiana
Leesburg	Indiana				

TABLE SHOWING DISTANCES IN MILES BETWEEN STATIONS SHOWN ABOVE

FROM / TO	Goshen, Ind.	New Paris, Ind.	Milford Jct., Ind.	Milford, Ind.	Leesburg, Ind.	Warsaw, Ind.	Mentone, Ind.	Akron, Ind.	Gilead, Ind.	Chili, Ind.	Oakdale, Ind.	Peru, Ind.	Winona Lake, Ind.
	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.	Mls.
Goshen, Ind.		6.7	11.1	12.3	18.6	24.7	35.7	45.5	50.5	58.1	66.0	67.8	26.7
New Paris, Ind.	6.7		4.9	6.2	12.0	18.6	29.0	38.8	43.8	51.4	59.3	61.7	20.6
Milford Jct., Ind.	11.1	4.9		1.3	7.1	13.7	24.7	34.1	39.6	47.1	55.1	56.8	15.7
Milford, Ind.	12.3	6.2	1.3		5.7	11.4	23.3	33.7	38.2	45.8	53.8	55.5	13.4
Leesburg, Ind.	18.6	12.0	7.1	5.7		6.7	18.0	27.0	32.5	40.1	48.0	49.7	8.7
Warsaw, Ind.	24.7	18.6	13.7	11.4	6.7		11.0	20.3	25.8	33.4	41.4	43.1	2.0
Mentone, Ind.	35.7	29.0	24.7	23.3	18.0	11.0		9.3	14.8	22.4	30.4	32.1	13.0
Akron, Ind.	45.5	38.8	34.1	33.7	27.0	20.3	9.3		5.5	13.1	21.0	22.7	22.3
Gilead, Ind.	50.5	43.8	39.6	38.2	32.5	25.8	14.8	5.5		7.6	15.4	17.2	27.8
Chili, Ind.	58.1	51.4	47.1	45.8	40.1	33.4	22.4	13.1	7.6		8.0	9.7	35.4
Oakdale, Ind.	66.0	59.3	55.1	53.8	48.0	41.4	30.4	21.0	15.4	8.0		1.7	43.1
Peru, Ind.	67.8	61.7	56.8	55.5	49.7	43.1	32.1	22.7	17.2	9.7	1.7		45.1
Winona Lake, Ind.	26.7	20.6	15.7	13.4	8.7	2.0	13.0	22.3	27.8	35.4	43.1	45.1	

JUNCTION POINTS AT WHICH IS IS POSSIBLE TO INTERCHANGE CARLOAD TRAFFIC WITHOUT TRANSFER OF LADING.

Akron, Indiana—Erie Railroad Company.
Goshen, Indiana—Chicago, South Bend and Northern Indiana Railway Company.
New Paris, Indiana—Wabash Railway Company.
Peru, Indiana—The Chesapeake and Ohio Railway Company.
Indiana Service Corporation.
The New York, Chicago and St. Louis Railroad Company.
Union Traction Company of Indiana.
Wabash Railway Company.
Warsaw, Indiana—The Cleveland, Cincinnati, Chicago and
Winona Lake, Indiana—The Pennsylvania Railroa

TIME TABLE SHOWING CONNECTIONS AT JUNCTION POINTS ON LINE OF THE WINONA SERVICE COMPANY

Connections Not Guaranteed.

GOSHEN
N. Y. CENTRAL
L. S. & M. S. Div.

EAST	WEST
2 17 a m	8 25 a m
4 58 a m	.....
* 5 17 a m	.....
11 45 a m	6 05 p m
4 50 p m	*11 20 p m
6 00 p m	6 30 p m
8 13 p m	5 57 p m
	10 10 p m

Goshen to Battle Creek Lv. Arr.
Mon., Weds., Friday 11 00 a m 9 30a m
Tues., Thurs., Sat. 2 00 pm 12 30 pm

NEW PARIS JCT.
WABASH RAILWAY
Detroit-Chicago Div.

EAST	WEST
†1 41 p m	10 18 a m
2 46 p m	.....

†Flags for Detroit

MILFORD JUNCTION
BALTIMORE & OHIO R. R.

EAST	WEST
6 15 p m	6 52 a m

WARSAW
PENNSYLVANIA
P., Ft. W. & C. Div.

EAST	WEST
4 35 a m	4 30 a m
10 15 a m	1 25 p m
11 15 a m	1 25 p m
5 45 p m	3 00 p m
6 14 p m	5 20 p m
10 09 p m	5 43 p m
	8 40 p m

MENTONE
N. Y., C. & St. L. Ry.—"The Nickel Plate"

EAST	WEST
†12 18 a m	1 05 a m
4 16 a m	1 05 p m

†Stops on flag for Ft Wayne or east.

AKRON
ERIE R. R.

EAST	WEST
x 1 44 p m	5 36 a m
5 41 p m	*2 30 p m

x Marion, O.
*Hammond & Chicago

CHILI
VANDALIA R. R.

EAST	WEST
*3 46 p m	*11 04 am

PERU
WABASH R. R.

EAST	WEST
1 30 a m	4 20 am
2 16 a m	9 35 a m
7 50 a m	12 00 p m
2 20 p m	10 15 p m
6 00 p m	11 15 p m

CHESAPEAKE & OHIO Ry.

EAST	WEST
5 10 a m	2 05 a m
10 01 p m	1 30 p m

FOR ELECTRIC LINE CONNECTIONS SEE MAIN TIME TABLE ON INSIDE PAGES

† Sunday only.
* Daily ex Sunday.

BAGGAGE CARRIED ON ALL CARS OF THE WINONA SERVICE COMPANY

CHICAGO TO LOUISVILLE — LOUISVILLE TO CHICAGO

A. M.	A. M.		P. M.	P. M.	P. M.
12 00	8 00	6 45 CHICAGO	11 00	.....	5 45
2 00	10 00	8 00 Ar. SOUTH BEND Lv.	9 00	.....	3 55
3 00	11 00	9 00 Lv. SOUTH BEND Ar.	7 00	11 00	1 05
4 30	12 18	10 30 GOSHEN	5 36	10 36	12 35
5 30	1 14	11 30 WARSAW	4 04	9 26	11 07
7 00	2 46	1 00 PERU	2 40	8 00	9 40
7 40	3 35	1 48 KOKOMO	2 05	7 18	9 05
8 15	4 00	2 24 TIPTON	1 25	6 36	8 25
9 35	5 20	3 45 Ar. INDIANAPOLIS Lv.	1 00	6 00	7 00
*11 30	7 00	5 00 Lv. INDIANAPOLIS Ar.	11 30	3 30	5 20
1 11	8 79	8 31 COLUMBUS	9 05	1 05	7 12
7 05	10 35	8 45 LOUISVILLE	7 45	11 45	11 30*

* Sleeper — *Sleeper

CHILDREN

Children under 5 years of age will be carried free, if accompanied by an adult. Children 5 years and under 12 years of age, will be charged one-half fare. Children 12 years of age and over will be charged full fare.

INTERSTATE PUBLIC SERVICE COMPANY
in connection with
UNION TRACTION COMPANY OF INDIANA
THE WINONA SERVICE COMPANY
CHICAGO, SOUTH BEND & NOR. IND. RY. CO.,
operates
FAST FREIGHT SERVICE
between
LOUISVILLE, Ky., and SOUTH BEND, Ind.
which affords NEXT DAY DELIVERY at these terminals.

THE WINONA SERVICE COMPANY

General Offices
Warsaw, Ind.

FORM 404 SM 1538

The Winona Railroad Co. No. 9400

Form No.

TRAIN ORDER No.

193

To C. & M.

At

X Oper. M.

Conductor	Motorman	Train	Complete	Received By

8/19/2022
5043515 3
00
HF GROUP - IN